

FEBRUARY 29, 1952

# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 4 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY



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OF A SPECIAL : THE DELLOW SPORTS TWO-SEATER : WEEK-END TRIALS

JOHN BOLSTER • RUSSELL LOWRY • CHRIS TOOLEY  
JOHN GOTT • WILSON McCOMB • "AENEAS"





*In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . ." remarkably modern, yet in impeccable good taste.<sup>1</sup> Its roomy body seats six in comfort.<sup>2</sup> Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.<sup>3</sup> With its famous XK120 engine, it can do a hundred plus miles an hour.<sup>4</sup> Britain's most outstanding car—and the fastest.<sup>5,6</sup>*

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*Powered by the world-famous XK120 engine*



# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 4. No. 9.

February 29, 1952

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## NOTICES

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## EDITORIAL

THE storm over medical examinations for drivers taking part in races is only just beginning. Objections to the proposed medical certificate continue to pour into this office, and it is obvious that, although this is an F.I.A. requirement, the R.A.C. may have to bear the brunt of protests by competitors and would-be competitors in this country. A leading question which is being asked wherever racing men forgather is this: "Can anyone point to a single example of an accident in motor-racing being caused by either the physical disability or poor health of a driver? If no example can be named, then surely there is no precedent for introducing this fairly stringent examination?" Admittedly it might be considered a case of "bolting the stable door after the horse has gone", should an accident occur which is directly due to a driver's health. However, the general opinion appears to be that the majority of the questions relating to a driver's medical history are entirely unnecessary.

AUTOSPORT knows of at least two prominent drivers who enjoy excellent general health, but feel that they may fail to pass one of the tests. The likelihood of their collapsing during a race and causing an accident is extremely remote, yet the fact remains that they believe they could be completely barred from taking part in racing if medical certificates are applied to the letter.

It is gratifying to know that "medicals" are not applicable to sprints and hill-climbs. The heavy volume of correspondence received by AUTOSPORT on the possible exclusion of one-armed driver Squadron-Leader Sid Greene from short-distance events was proof enough that any attempt to introduce a certificate for these events would have evoked a tremendous wave of protests.

It would also appear that the introduction of the new medical certificate in regard to actual racing will prove to be one of the most unpopular moves ever made by the organization which controls motor-sport—at least the R.A.C. interpretation of this certificate will meet with considerable hostility!

However, it is worth pointing out that the questions relating to drivers' blood-groups may have the effect of saving lives. In the event of a serious accident, the medical officer will know immediately what type of plasma to introduce should a blood transfusion be deemed necessary. He merely has to consult the relevant medical certificate to obtain the desired information.

Everyone will agree that in the interests of those who drive racing-cars, the inclusion of a blood group question in the certificate is more than justified.

## OUR COVER PICTURE

**MUD-BOUND:** Watched by an interested gallery of spectators, Mr. and Mrs. Bill Fleetwood (G.R.H.) sink axle-deep in the mud of Rowley Pastures during the recent North Midland M.C.'s Kitching Trophy Trial.





## Pit and Paddock

**K**EN WHARTON and Graham Whitehead have been nominated to pilot the new Alvis-powered Healey at Le Mans.

**D**ON TRUMAN has abandoned "one off" cars for this season, and will be seen at the wheel of a Mark VI Cooper.

**P**PETER COLLINS will drive an Aston Martin at Le Mans, and will probably share a wheel with Lance Macklin. Both will be members of the H.W.M. team in Formula 2 events.

**B**RANDS HATCH opening meeting on Easter Monday will be followed by a Half-Litre Club "do" at the Greenways Road House, Wrotham, probably in the form of a buffet-dance.

**A**RGENTINIAN sporting papers couple Fangio's name with that of B.R.M., but Bourne knows nothing about any approaches made to Juan Manuel.

**P**LANs of Fangio and Gonzalez for this season remain uncertain. Both are reported to be considering offers to drive for Sacha Gordine, in Formula 1 and 2 races. This would not, in Fangio's case, affect his avowed intention to drive a Ferrari at Indianapolis.

**P**IERRE LEVEGH is having an aerodynamic all-enveloping body fitted to a 4½-litre Talbot for Le Mans. Constructor is Charles Deutsch of the D.B. concern.

**C**ONFIRMED: Syracuse and San Remo G.P.s, to be held on 16th March and 20th April, will be for Formula 2 cars, not Formula 1 as in the Calendar.

**F**RENCH two-day Rallye du Nord (1st/2nd March) has attracted over 200 entries, 190 of them French, 12 Belgian, two Swiss, one British and one German.

**A**USTINS have an excellent documentary film of the recent "Round-the-World-in-21-Days" tour with an A40 sports. Copies of this sound film (either 16 mm. or 35 mm.) are available on loan to clubs on application to the Austin Motor Co., Ltd., Film Library, Longbridge, Birmingham.

**T**WO 750 c.c. Le Mans-type D.B. Panhards are on their way to the U.S.A. for the Sebring 12-Hours Endurance race in Florida, which takes place on 15th March. René Bonnet will drive one in company with his U.S. agent; the second will have an American crew.

### AMBITIOUS ASTON MARTIN RACING PROGRAMME FOR 1952

**A**STON MARTIN, LTD., are embarking on a full and ambitious programme of sports-car events this coming season. The Feltham concern plan to send a works team to no fewer than eight major international races, beginning with the two-hours Coppa Inter-Europa at Monza on 14th April, to be followed by the Mille Miglia, the Silverstone Production Car Race, the British Empire Trophy, the Monaco G.P., Le Mans, the Goodwood International Meeting and, finally, the Ulster T.T. on 13th September.

#### MOSS FOR B.R.M.

**S**UBJECT to the successful outcome of track tests now pending, Stirling Moss is to sign up with B.R.M. for the coming season. To suit his highly individual, straight-from-the-shoulder driving attitude, the cockpit of his car is being modified by shortening the steering column and altering the fuel tanks.

Negotiations are now in progress over the appointment of a driver for the second B.R.M.

#### BRANDS HATCH 1952 FIXTURE LIST

**A**TOTAL of seven car race meetings are listed in the 1952 programme issued by the Brands Hatch Stadium, Ltd. They are as follows:—

Monday, 14th April  
Sunday, 18th May  
Sunday, 22nd June  
Sunday, 20th July  
Monday, 4th August  
Sunday, 21st September  
Sunday, 12th October

**A**RTIE BELL, former motor-cycle racing star, recently tried out the hush-hush McCandless-Bell four-wheel-drive "500" on an Ulster circuit. The car is, of course, fitted with a "double-knocker" Norton.

**B**ILL NICHOLSON, top-line scramble and trials rider, is another two-wheeler man who is taking to "500s". He is said to be experimenting with a modified B.S.A. twin-cylinder engine.



# SPORTS- NEWS

## FORMULA 2 CHAMPIONSHIP

ENTRIES have poured in for France's Formula 2 Grand Prix championship from France, Italy and Britain. French applicants include Rosier and Trintignant, with Ferraris, three Gordinis, probably the new 2-litre "Sixes", and two of the recently announced Sacha Gordini machines. Three "works" Ferraris, Marzotto's "independent" Ferraris, and two Maseratis also seek entry. A total of 28 nominations has been received.

## FERRARI FOR PARSONS

JOHNNY PARSONS, last year's winner of the Indianapolis 500-Miles Race, will drive a modified, 4½-litre Grand Prix Ferrari in the 1952 "Five Century Grind". Another Ferrari may be driven by Tony Bettenhausen.

## TRIALS IN SCOTLAND

### "Comps" Might Save Events

SCOTTISH clubs are seriously perturbed by the dwindling support for trials, and unless something drastic is done, it is possible that they might cease to organize events which attract entries of some five to 12 competitors.

The trouble appears to be that there are so few trials specials in Scotland that they dominate the awards lists, and standard-car owners have little chance against them. At the conclusion of the recent Lothians C.C. Trial, a determined discussion took place between competitors, intending competitors and officials as to the future of trials on the whole. Outcome of the meeting was that there was a unanimous opinion that if competition tyres were permitted on standard sports-cars, a great many drivers would enter in direct competition with the specials.

It is realized that there is very little likelihood of the R.A.C. permitting the universal use of

## THE NEW VERITAS "NÜRBURGRING"

### 150 b.h.p. Sports-racing Two-seater

BASED on the very fast aerodynamic machine raced last year by Toni Ulmen and Mercedes-Benz driver Karl Kling, the Veritas concern has introduced a completely new range of high-performance 2-litre cars, from a 5/6-seater limousine to the 130 m.p.h., RS/2/51 "Nürburgring" sports-racing two-seater.

This new tubular-chassis range marks the end of the Veritas-BMW period. Although the engine is still a six-cylinder, it is an inclined valve job, with chain-driven overhead camshaft, and wet liners. Power-output for the high-compression (12 to 1) RS/2/51 model is stated to be 150 b.h.p. at 7,000 r.p.m., a figure which, if true, should make Formula 2 constructors seriously to ponder.

The chassis-frame is of almost track-width, and consists of a pair of large-diameter tubes, cranked fore and aft, and joined by box and channel section cross-members. The propeller shaft passes through the cross-members. Transmission is via

a five-speed, close ratio gearbox. Suspension is by torsion-bars.

It is likely that the single-seater version will be raced mainly on circuits where streamlining is an advantage, for the type of chassis does not lend itself to the use of a narrow-width body as used on Ferrari, H.W.M. and so on. The two-seaters, however, will be suitable for any type of circuit.

**Engine.** 6-cylinder, 75 x 75 mm. (1,988 c.c.), o.h.c. (dual, hydraulically tensioned chain drive). Three Weber 40 carburettors. Roller-bearing crankshaft; wet cylinder liners; light alloy block and cylinder head; 6-volt Bosch magneto; power-output, 150 b.h.p. at 7,000 r.p.m.

**Transmission.** 5-speed gearbox; de Dion type rear axle.

**Suspension.** Torsion-bar; double wish-bones parallelogram action (front). Stabilizer on rear.

**Dimensions.** Wheelbase, 7 ft. 8 ins.; Track (front), 4 ft. 1 in.; (rear) 4 ft. 2 ins. Weight (dry), 14 cwt.

**Speeds in Gears.** 1st, 47 m.p.h.; 2nd, 67.5 m.p.h.; 3rd, 87.5 m.p.h.; 4th, 112.5 m.p.h.; 5th, 130 m.p.h.

## COOKS COUNTER CUTS

SINCE the announcement of the cut in the basic allowance for tourists abroad, Cooks Autotravel Service organization has been very busy preparing alternatives for motorists who wish to take their cars abroad. They are now able to offer car owners an inclusive rate which will enable them to tour much of Europe for a period of 10-14 days, depending on the number of passengers carried and the size of the car, at a figure within that of the basic allowance.

It necessarily follows that the margin of expenditure will be restricted, but provided motorists are prepared to accept accommodation at the smaller type of hotel a comprehensive tour can be arranged. Tours already proposed cover France, Germany, Austria, Switzerland and Holland.

## CURRENCY SAVER

A PROMINENT club may charter a steamer for its members for the French Grand Prix at Rouen. Plot is to anchor at the nearest possible spot, and allow passengers to live aboard in order to save currency.

"knobbles", but competitors North of the Border feel that Scotland is rather a special case, and that if competition tyres were allowed on standard cars, and barred on specials, trials in Scotland would regain some of their pre-war popularity.

Undoubtedly the Scots have a case to present, and it is to be hoped that the unanimous opinion of the leading drivers and officials will receive the fullest consideration if the suggestion is put to the R.A.C. It would be a great pity if the once-popular trials should disappear in Scotland, purely for lack of support.

## NEW CHAIRMAN OF S.M.R.C.

ARTHUR CLARKSON of Falkirk has been appointed chairman of the Scottish Motor Racing Club, as John (Initials) Miller has had to resign owing to business commitments.





**VICTORS:** (Left) Mrs. Gregor Grant presenting Eric Brandon with a cheque for £150 and the AUTOSPORT British National 500 c.c. Drivers' Championship Trophy. (Above) To Jack Moor went the non-series-built car Trophy, and a cheque for £50.

ings during the season, including "The Light Car Trophy" which went to the club champion, Alan Brown (Cooper-Norton) of Ecurie Richmond.

Presentation of the AUTOSPORT £200 Championship Awards and Trophies was made by Mrs. Gregor Grant, with Ken Gregory in the role of announcer-in-chief. To Eric Brandon (Cooper-Norton) of Ecurie Richmond went a cheque for £150 and the Championship Trophy for amassing the greatest number of points during the 1951 season in British circuit races. The non-series-production car Championship Trophy and a cheque for £50 was presented to Jack Moor (Wasp-Norton), most consistent of all "one-off" 500 c.c. drivers.

In place of the more conventional ash-trays or tankards, Alan Brown, Peter Collins, Don Parker, Don Gray, Charles Headland, Ken Carter and Ken Smith were presented with framed enlargements of themselves and their cars in action, photographed by AUTOSPORT'S George Phillips.

There is little doubt that the £200

## THE HALF-LITRE "ANNUAL"

### "Autosport" £200 British National 500 c.c. Drivers' Championship Awards and Trophies Presented

LAST Friday evening the Half-Litre Club's annual Dinner/Dance attracted a full house to the Park Lane Hotel. Practically everyone in the 500 c.c. racing world was present, and for weeks ahead it was impossible to obtain tickets for a function which was over-subscribed so soon as the date was announced.

Stan Coldham was in the chair, and on his left sat the president of

the Club, Earl Howe, and on his right, Countess Howe. The toast "The Club" was given by G. P. Simon of the *Daily Telegraph*, and replied to by the Chairman. "The Guests" was the duty of Eric Findon of *The Light Car*, and the response was given by John Bolster.

After an enjoyable cabaret, Mrs. G. P. Simon presented the awards won in various Half-Litre Club meet-



**GOOD LOSER:** (Left) Mrs. G. P. Simon presenting Paul Emery with the Good Loser's Trophy for 1951.

**CLUB CHAMPION:** (Below) Alan Brown, the 1951 Half-Litre Club Champion, with a brace of trophies awarded to him.







**TREEN RILEY:** Prototype of the Treen Riley "9" has been completed by Aylwin Blundell and Co. Ltd., of Bognor Regis, in association with Amberley Engineering Co., of Pulborough. (Above) The complete machine in two-seater form.

(Right) The well-finished chassis which is fitted with a tuned Riley "9" engine which has four carburettors.



British National 500 c.c. Drivers' Championship, introduced in 1951 by the proprietors of AUTOSPORT, has done a great deal to stimulate the spirit of competition throughout the entire season in 500 c.c. racing, as well as ensuring large entry-lists at all relevant meetings organized by clubs in all parts of the country.

#### KEN CARTER NEW HALF-LITRE CLUB SECRETARY

At the Annual General Meeting of the Half-Litre Club on 23rd February, Ken Carter was elected Secretary on the retirement of Ken



Ken Carter, new Secretary of the Half-Litre Club, in succession to Ken Gregory who has become Stirling Moss's manager.

Gregory, who will be fully occupied this coming season managing Stirling Moss's racing activities.

Ken Carter is well known as a successful 500 c.c. driver, having scored race wins at Montlhéry,

Ostend, San Sebastian, Genoa, Brands Hatch and elsewhere, during the last two seasons. He has been a Half-Litre Club Member for three years, and this season will be driving a new Mark VI Cooper, but not as a member of any team. He also belongs to the B.A.R.C. and the B.R.D.C.

Fee for membership of the Half-Litre Club is two guineas per year, which includes a copy of the Club journal, *Iota*, each month. The new secretary's address is 100 Station Road, Sidcup, Kent (Tel.: Footscray 4318-9 in office hours).

## RACING-CARS-AND PURCHASE TAX

### Suggested Revision May Have Disastrous Effects on the Future of British Motor-Racing—Particularly in Formula 3

ACCORDING to a reliable source, it is the Government's intention to revise the subsidy on single-seater racing-cars, whereby Purchase Tax is returnable in full on machines built for formula events. It is understood that full P.T. will be charged on Formula 3 cars bought after a certain date, and that a much smaller sum of money than was made available in 1951 will be set aside by the Chancellor of the Exchequer, which may result in a certain amount of P.T. being placed on both Formula 1 and 2 machines.

This will come as a severe blow to specialist concerns in Great Britain which have done a great deal to further British automobile prestige abroad. For example, Formula 3 has been completely dominated by British drivers or British machines, and it seems a ridiculous business altogether that P.T. should be charged at all on cars which are never used on the public highway. If the Government's intention is carried out, it will mean that many drivers will not be able to afford the latest types of "500", and this will

undoubtedly tend to cause a halt in technical developments. Manufacturers of Formula 3 cars cannot possibly afford to maintain expensive experimental workshops. Development can only come through the medium of finance obtained from private purchasers.

The same is true of the larger-capacity cars, and with this country on the threshold of an all-out assault on Formula 2, it may prove disastrous to the few concerns which produce or intend to produce this class of car.

It is an anomaly that sailing yachts are not charged P.T. Presumably it is equally important that this country should encourage the retention of skilled craftsmen in automobile engineering, as in boat-building yards.

AUTOSPORT regards all this as a highly retrograde step, and hopes that every motor-racing enthusiast will write to his (or her) M.P. and point out the possible results of such an unjust tax. We trust that members of the Government will be able to see further than their noses!



## AFRICAN "END TO END"

Piero Butti's Algiers-Cape Town Drive with Fiat "Campagnola"

To drive the 9,000-mile journey from the northern to the southern extremities of the continent of Africa is an exhausting feat achieved by very few people. To cover the same formidable route twice within one year, as Piero Butti of Turin has done, is an achievement indeed. Butti shared the driving of the victorious Fiat in last February's Mediterranean-Cape Rally, and decided to repeat the African trip on his own account with a Fiat "Campagnola" utility, accompanied by his wife, a skilled mechanic named Domenico Racca, and a cinema cameraman, Aldo Pennelli.

The *équipe* set forth from



**THE MACHINE:** The 1.9-litre 4-cyl., 4-wheel drive Fiat "Campagnola" which took three men and a woman from Algiers to Cape Town in 50 days.

Algiers on 25th November, 1951, on a journey of nearly 9,500 miles: 2,360 of them in the Sahara desert. The Campagnola, with four people aboard and a heavily laden trailer, had to overcome the most difficult running conditions *en route*—sand, stones, fords, potholes, dust, boulders; and temperatures which varied from 33 to 5 degrees Centigrade. The Sahara itself, with a surface like corrugated iron which constantly racked the car and the trailer, was crossed in 6½ running

days; about 370 miles per day. So arduous is the crossing, via the Hoggar track, that Butti had to secure special permission to continue with his trailer.

Floods in the heart of Africa enforced a change of route, and the Campagnola pushed on into the wilder parts of the French Cameroons, where no motor vehicle had so far ever penetrated.

Stanleyville was reached just after Christmas, following delays through heavy rains, whilst Racca nearly lost his life when encountering a large snake. The trailer capsized on one occasion, but miraculously righted itself without the crew being aware of the incident. The 3rd of January saw the "Campagnolists" in Elizabethville, and the gruelling journey ended at Cape Town on the 14th January, when the adventurers were hailed with much enthusiasm.

After resting for a fortnight, Butti tackled the return journey, and succeeded in breaking the old Cape Town-Algiers record, held by Loos and Berny, by over two days, completing the journey in 11 days 4 hours 54 minutes.

RAFFAELE SANSONE.

**THE ROUTE:** The trip from Algiers to Cape Town involved a 2,360 miles crossing of the Sahara Desert. Total distance covered was over 9,300 miles.



**THE MAN:** Piero Butti, of Turin, who planned the Africa trip and drove the Campagnola the entire distance. He won last year's Mediterranean-Cape Rally and scored a class win in the Tour de France, driving Fiats.



AT 6.15 p.m. on 31st December, 1951, George Hinchliffe and James Bulman set off from London in the former's perfectly standard Hillman Minx saloon. They arrived at Cape Town at 4 p.m. (local time) on 22nd January, 1952, breaking the existing London-Cape Town record by two days, five hours.

What made this a more than out-of-the-ordinary feat was that bearded Hinchliffe achieved the record without any assistance from the Rootes Group, beyond the normal services available to any travellers from agents and dealers en route. The Hillman Minx had no special preparation, and the entire trip was planned from start to finish by its crew.

The journey across the Sahara Desert occupied some five days. On



## LONDON—CAPE TOWN

Fastest Run Ever by Two Private Owners in a Hillman Minx

★

**SAND - TRAPPED:** On many occasions the Minx could only be persuaded to go forward by placing lengths of wire-mesh under the wheels to form sand mats. (Top) Laying down sand mats in the middle of the Sahara Desert. (Left) All set to get out of a particularly deep section of Sahara.

★



many occasions the Minx sank axle-deep in soft sand, and Hinchliffe and Bulman had to get it out with the aid of wire-mesh sand mats, and a considerable amount of spade-work. Bumping across the ridged sand in

blistering heat, usually with foot hard down on the boards, the indomitable pair anticipated that every spring on the car would break, and that the sadly over-worked engine would fly into a thousand pieces.

Nothing of the sort happened. The sturdy little Minx kept on going. No major repairs whatsoever were required—only the normal running adjustments which any average driver would do on a long journey.

The crew undertook this arduous journey without firearms. When asked: "What would you have done if you'd been attacked by a lion?", Hinchliffe remarked, "We'd got a perfectly good kitchen knife with us!"

Naturally when news of the record reached London, the makers of the car were more than anxious to ensure that Hinchliffe and Bulman received every acknowledgment of their remarkable feat. Recently there was a pleasant ceremony at Devonshire House, Piccadilly, when the record-breakers were welcomed officially by executives of Rootes Motors, Ltd., and introduced to dealers and the Press.

### COUPE DES DAMES AT COMO

THE Como A.C. is organizing the 2nd Coupe Internationale des Dames on 18th May, 1952, on a circuit near Lake Como. This event is confined to women drivers of touring cars, and consists of a speed hill-climb of 9.4 kilometres, on a winding road from Como to a point just past Gironico. Over 1,000,000 lire will be available in prize money, in addition to several trophies including the Coupe Ali Khan, and the

Coupe Villa d'Este. Entry forms and regulations are issued by the Automobile Club de Como, Via Rodari, 1, Como, Italy.

### INTERNATIONAL TROPHY RACE

THE B.R.D.C. Daily Express International Trophy Race for Formula 2 cars at Silverstone on 10th May will consist of two 15-lap (45 miles) heats, and a 35-lap (105

miles) final. B.R.D.C. regulations for this event are probably the first issued in this country which demand the production of a medical certificate of fitness.

ARTHUR GILL will manage the Mackson team and will also drive along with designer Gordon Bedson. A third driver will shortly be nominated, and it is not unlikely that he will come from the North of England.



RUSSELL  
LOWRY'S

# NORTHERN LIGHTS

ENSANGUINED BUT UNBOWED—WELSH WITHOUT TEARS—HOW  
FAR TO A PLUGHOLE?—SAD DISPERSAL—MOUTHS OF BABES

TONY RUMFITT'S victory in the Kitching Trial may look like another nail in the coffin of our northern supremacy in Trials. We don't look too good, either, in the final placing for the B.T.D.A. Trials Star, with only three stalwarts in the first dozen, *i.e.*, the Westriding Harrison/Wilde pair and Cyril Corbishley. And the excuse we might have used over the Championship, that the course was not a typical northern sample, certainly can't apply to the North Midland Club's selection of Derbyshire horrors. But perish the thought that we should ever bow our heads in defeat. We'll have you yet. Incidentally, we regard reports of multiple suns being visible in the northern sky a week or so ago, as a piece of psychological warfare and no more. We are not impressed. The sun looks like that when viewed through the haze rising from the secret testing sheds of our tuning wizards.

STRANGERS who had difficulty in asking their way to Meifod during the Championship, are going to have an even worse time if they come to attend the North-Western M.G. Car Club's sporting classic, the Cockshoot Trophy on 23rd March. The snow had relented sufficiently last week-end for a successful reconnaissance to be done on the route, which will start and finish at Llanfyllin, only a few miles from the earlier tongue-twister. This collection of letters is pronounced (peace be to Hwyl Owen of Denbigh and all Welshmen)—Chlanvuthlin. Sounds like "Charley's Aunt, pronounced Success". The real trouble is, however, that an honest effort by an Englishman at the proper pronunciation, invariably produces the right road for Llangollen. And if you pronounce it Llanfyllin (Lanfillin) as written, you get directed to Llansilin, which is in the opposite direction. So buy a map, keep your mouth shut and find your own way there! Anyway, an interesting route has been found with 10 Observed Sections in a 20-mile radius, beginning and ending at the Wynnstay Arms at—oh, shut up!

If all goes well, the event may be televised, so feminine passengers should try to look their most charming. It is not true that scrutineering will include a film test for certain of our less handsome male drivers!

A LOT of the alarm and despondency which has spread among specials owners since the latest structural rules crept into circulation, would seem to be misplaced. At least, so says St. John Mitchell, who, as a "Resident" R.A.C. Scrutineer, knows more about the subject than most people. Even the well-informed pages of AUTOSPORT have, according to this authority, got the story wrong, and the minimum distances quoted should be maxima. That, at least, would rule out the 7-litre Double-Six Daimler, of which correspondent James Boothby has such "happy" recollections. Having driven that car and studied his entertaining letter, then subtracted a percentage for poetic licence, I can see what he means. But it was still a mighty fine sensation to conduct such a Behemoth. We seem to have wandered

from the point. Scrutineers and Regulations. I'm a simple soul, whose left hand seldom knows what his right hand is up to.

COMING back now to elderly models, a sad occasion taking place in the North this week will be the dispersal of one of the choicest stables of Vintage and Veteran cars, including carriages that have drawn gasps of admiration as well as the "coo, look at that one's" of the ignorant, from onlookers at many a rally and pageant in recent years. Enthusiasts who had been hoping to pick up a choice piece for a handful of washers, have had their hopes dashed by the prominence given to the story in the daily Press. This, at least, will have the advantage of bringing things nearer their true value—a rare service, as the ordinary news-sheets can generally be trusted to get a wrong slant on motoring. They recently had a trial dashing about in "knee-deep mud". There must have been some real "Specials" out that day. Never mind, the "Finishing Post" was duly reached.

THE Mid-Cheshire Car Club seems to keep bouncing to the top of my "In" basket, which is probably a sign of good liaison. This time it is their Spring Sporting Trial, scheduled to take place on the 16th March in the Mold area of North Wales, which is not much used these days for car trials, though it contains as ripe a collection of observed Sections as any in the country. A multiplicity of two-wheeled events has reduced our popularity in those parts, but with careful handling, all can be well. The Spring Trial will be a fully sporting event on a Closed Invitation permit, starting at the Padeswood Garage at 11.30. The route will be a matter of 50 miles. Competition membership of the organizing Club is only 7s. 6d. a year, if one doesn't happen to belong to one of the Invited Clubs. The Competitions Secretary of this rising body is A. P. B. Birt, 41 High Street, Northwich.

THAT "fearsome" classic, the Yorkshire S.C.C.'s 4-44 trial is due to be run off on 9th March. This year, Gordon Mossby is relinquishing his post as chief conspirator and finder-outer of horror sections, in order to compete. Actually the "4-44" is not as terrible as Yorkshire "tykes" would have you believe—although I admit that its reputation as a tough trial must have had some foundation in actual fact!

THE week's bedtime story? I had to go from A to B in a hurry the other day, and on this occasion had family accompaniment, including the very junior technical branch. On a give-and-take section of road, we came up behind an empty hearse which seemed to be in nearly as great a hurry as ourselves. But not quite. It was being driven in a distinctly unhearselike manner. Eventually, however, we got through, and as I drew clear, a small, dry, treble voice alongside me remarked, "Hmm, dicing with death, Daddy?"



# WHAT OF LADIES?

The Achievements of Women  
Drivers of Yesterday and  
Today

By  
**JOHN GOTT**

Possibly time lends enchantment, but, on balance, the women drivers of today do not yet seem to have achieved the high standards set by their pre-war rivals. Further, most of the best women drivers operating today were established stars before Hitler put a temporary stop to competition motoring.

For example, whilst many applaud Piero Taruffi's recent run on the twin-boom Italcorsa which has broken, subject to confirmation, the Class "E" International Record for 50 miles, not all remember that the figures he bettered were set up as long ago as 1931 by Mrs. Gwenda Stewart on the Derby-Miller.

Nevertheless, the encroaching sweep of alleged male superiority in the record-breaking sphere has not yet succeeded in improving upon the magnificent efforts of Madame Descollas and her brilliant female team, who on a Matford-Yucco in 1937, broke World's



**VERSATILE:** Miss Betty Haig, one of Britain's foremost women rally and sprint competitors, at the wheel of a Healey "Silverstone"



**CONCENTRATION** Miss Elizabeth Store and passenger seen during an M.C.C. Sporting Trial

Records from 15,000 miles to 30,000 kilometres and from Six to Ten Days at speeds around 87 m.p.h.

In road racing the best ever performance was probably registered as long ago as 1928 by Madame Junek in the Targa Florio. The Madonie Circuit, of 67 miles and 1,200 corners, rising from sea level to 3,000 feet, is even today regarded as one of the most difficult and dangerous in Europe. What it was like 24 years ago beggars description. Perhaps some idea may be gained from the fact that Divo's winning Bugatti, although reaching over 110 m.p.h. along the eight-mile sea front straight averaged only 45.65 m.p.h. for the race distance of 335 miles. Yet Madame Junek, driving her own Bugatti, finished fifth in a field of 27, which included "works" teams from Bugatti, Alfa Romeo and Maserati, piloted by such aces as Divo, Campari, Conelli, Chiron and Minoia. As she was in the lead at half distance, she might have made history by being the first woman to win a Grand Prix, had she not been slowed by tyre trouble in the last laps.

In track racing, probably the finest victory was scored by Mrs. "Bill" Wisdom and Miss Joan Richmond in the 1,000 Miles Race of 1932. Their Riley averaged 84.41 m.p.h. for the distance, and although the Brooklands field was naturally enough not of such a high quality as that contesting the Sicilian race, it included all the best known British male drivers of the time such as Earl Howe, Sir Malcolm Campbell, "Tim" Birkin, Brian Lewis, John Cobb and Norman Black.

Before the Hitler War indeed, Brooklands was the happy hunting ground of most women drivers. After almost every meeting the Sunday papers usually featured "cheesecake" photographs of glamorous "Speed Queens", whose performances, however, were often in inverse ratio to their photogenic qualities. Nevertheless, the skill of such drivers as Miss Dorothy Stanley Turner, Miss Doreen Evans, Miss Margaret Allan, now wife of the Editor of *The Motor* and, above all, Mrs. Wisdom, Mrs. Kay

Petre and Mrs. Gwenda Stewart, was on a par with the best of the male drivers on the famous saucer.

Only 84 drivers hold a 120 m.p.h. Brooklands Lap Badge, and five of these are women. Mrs. E. M. Thomas was the first lady to win one in 1928, when her Sunbeam turned in a lap at 120.88 m.p.h., and it was not until 1932 that Mrs. Wisdom replied with 121.47 m.p.h. on the Leyland-Thomas. As a matter of record, husband Tommy Wisdom was not able to lap at this speed on the same car until the following year. In 1934, Mrs. Kay Petre lapped at 124.00 m.p.h. on a Bugatti, but Mrs. Wisdom promptly replied with a lap at 126.73 m.p.h. on a Riley. Not to be outdone, Mrs. Petre returned to the fray on the V-12 104-litre Delage and lapped at 129.58 m.p.h.

Although the Women's Lap Record was unofficial, it excited great interest, which culminated in the famous Match Race between Mrs. Petre on the Delage and Mrs. Gwenda Stewart on the legendary Derby-Miller at the 1935 August Bank Holiday Meeting. Unfortunately from the spectators' point of view, the Stewards wisely decided that as both had lapped at over 130 m.p.h. in practice, the cars should not indulge in a direct race, but should be separately timed, the fastest lap by each car to determine the winner. This was returned by Mrs. Petre at 134.24 m.p.h., but the following day Mrs. Stewart went out again and raised the record to 135.95 m.p.h., at which figure it rests for perpetuity.

No other woman driver later succeeded in approaching within 10 m.p.h. of this figure, but the last 120 m.p.h. Badge awarded to a woman was won by Miss Allan in 1936, when, in winning a Long Handicap, she lapped at 122.37 m.p.h. in R. R. K. Marker's Bentley.

Only 17 drivers hold the coveted 130 m.p.h. Brooklands Lap Badge, but Mrs. Stewart and Mrs. Petre are numbered amongst this select few. Mrs. Stewart also holds a similar badge in respect of Monthéry, this being a unique double

(Continued overleaf)





#### What of the Ladies?—continued

distinction. Indeed, her amazing lap on the 2-litre front wheel drive Derby-Miller compares very favourably with John Cobbe's outright record of 143.44 m.p.h. on the 23,970 c.c. Napier-Railton, and must certainly be the best performance ever returned in track racing, by a woman driver.

In International Rallies, the disparity between post-war and pre-war achievements has not perhaps been so marked. After Hitler as before him, probably the greatest Rallies are the Alpine Rally and the Monte Carlo Rally. It might, however, be fair to comment that the former event is today, perhaps, more testing and the latter event, with the exception of 1952, less arduous than of yore. Further, while the Alpine Rally imposes the greater stresses on the cars, the Monte Carlo Rally makes greater physical demands on the crews. This may be a reason why women drivers have been more consistently successful in beating mere males in the former event.

The best performance yet put up in the Alpine Rally was undoubtedly that of Madame Descollas in the 1939 event.

Not only did she win the 1,500 c.c. class in a Lancia Aprilia, but in so doing she lost no marks, thus becoming the only lady to win a coveted Coupe des Alpes. Miss Betty Haig, who with Mrs. Wisdom and Mrs. Joy Cooke, probably heads any

**DANCING DAUGHTERS':** Captain George Eysen's team of lady drivers who brought their M.G.s home 24th, 25th and 26th in the 1945 Le Mans 24 Hours Race, in the order, Miss J. Richmond/Mrs. G. Simpson; Miss D. Evans/Miss B. Skinner; and Miss M. Allan/Mrs. C. Eaton.

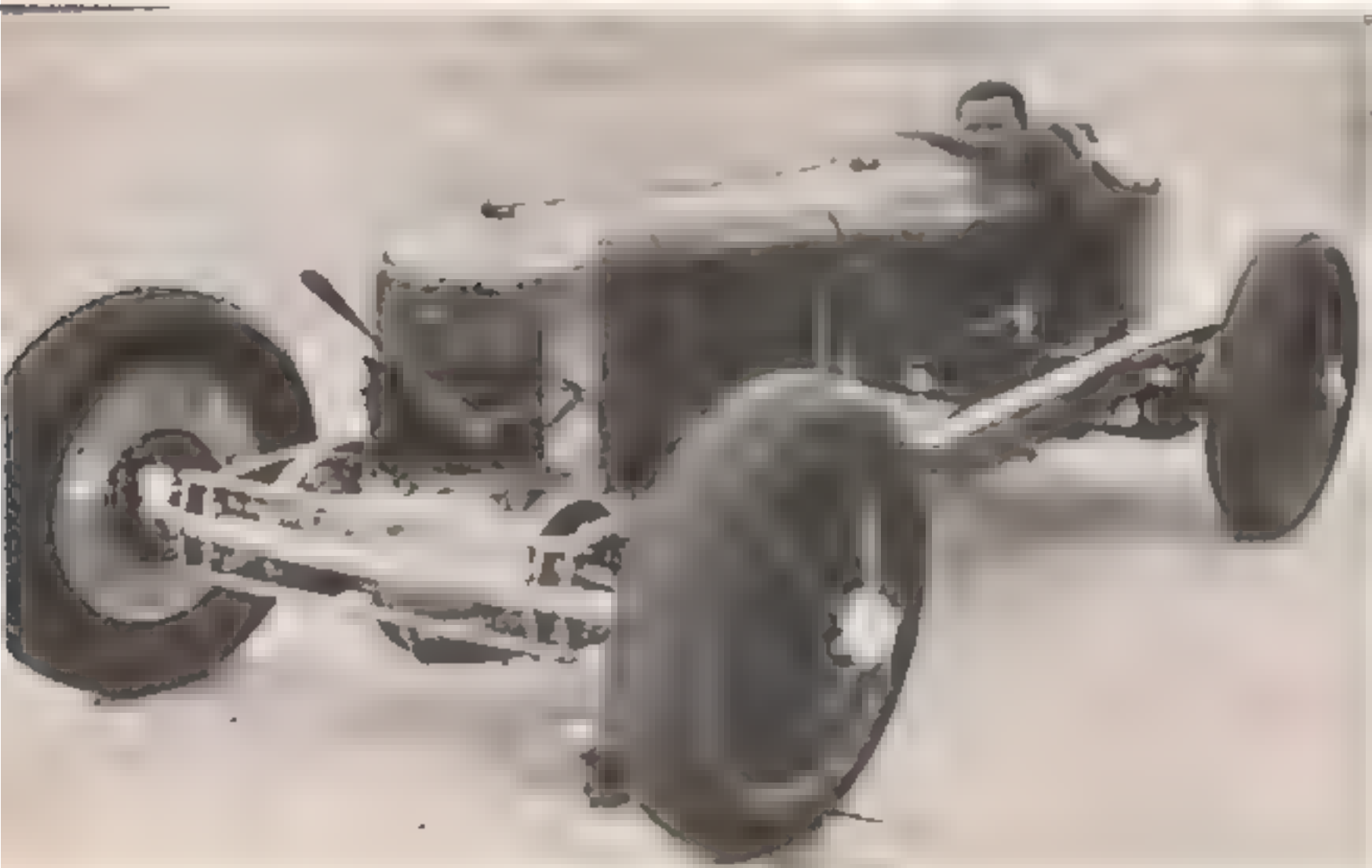
ranking list of British women drivers active in International events, has most nearly approached this performance with Class wins in 1946 on an A.C. and in 1949 on an M.G. In 1947, Madame Angelvin added to feminine laurels in this event by winning the 750 c.c. class in a Simca 5.

In the Monte Carlo Rally, possibly on account of the sheer physical stamina required, no completely feminine crew has yet succeeded in winning the Rally. Remarkable performances have, however, been put up by mixed crews. In 1926, the Hon. Victor and Mrs. Bruce won the Rally on an A.C. In 1933 Madame Rouault and M. Quinlin came third in a 1,500 c.c. Salomon, an effort only equalled by the brilliant performance of Dr. and Madame Angelvin in 1952, when they too came third in a 1,221 c.c. Simca.



**TRIALS TYPE:** (Above) Miss Barbara Kemble tackling a test in last year's Davis Trophy Trial with her Ford Special.

**TRACK STAR:** The pre-war performances of Mrs. Gwenda Stewart, later Mrs. Hawkes, with the Derby Miller are historic. She set up numerous records at Montlhéry.



In 1935 Miss Jackie Astbury comfortably beat all mere males starting from John o' Groats, but, as John o' Groats was an "easy" starting point, this did not enable her to win the Coupe des Dames. This trophy has indeed been monopolised by Continental drivers since 1932, when Mrs. Vaughan, still showing the younger generation the way round, won it. An excellent effort was, however, made by Mrs. Wisdom, Miss Haig and Miss Marshall in 1949, when they came second in a Morris Minor. Inspired by the feats of Sydney Allard and Stirling Moss, perhaps next year Great Britain will bring this trophy home too. We certainly have the cars to beat the best Continental combinations.



# SOUTHERNER WINS NEWRY SPRING TRIAL

**Disabled Driver a Close Second  
—Austin Seven takes Saloon  
Award**

**I**f there is one point on which Northern and Southern Irishmen can agree, it is that the annual Spring Trial of the Newry M.C. is a sporting event, in every sense of the word. Yet it is no mere mud-bash, for driving tests are included as well as observed sections, and even family saloons take part. This year's trial, well up to the usual high standard of organization, was won by Raymond Laird, of Sligo, with his home-bodied Dellow, and the saloon prize was carried off by that determined Belfastman Wallace Henderson, in his Austin Seven brake. But the greatest praise must surely go to Jack Wolfe of Dublin driving his Ford Prefect based "Cub Special". This gallant competitor, who is so disabled by infantile paralysis that he can walk only with the aid of crutches, took second place, only one mark behind the winner.

Variety was the keynote at Bridge Street, Newry, last Saturday, for the 26 cars ranged from Dr. Johnston's S.S. 100 to J. D. Walker's Fiat 500. The first test, a simple reverse, was at Dromoland, just over a mile from the start, and was quickly followed by an old favourite, the timed reverse under the railway bridge at Cloghogue. That Ackermann never gave serious thought to high-speed backwards motoring was demonstrated by several competitors, including Jack Wolfe and Charles Maunsell, driving Todd's Humber, whilst H. Rowland (M.G. Ford) squared the circle which once constituted his offside front wheel



**BORDER COUNTRY:** Typical of the ground covered in last Saturday's Newry M.C. Trial, this shot shows Christopher Lindsay (Dellow) heading for the Ballymacdermott observed section.

Chris Lindsay (Dellow) gave his usual immaculate performance at the third test, but Walbert Todd, worrying about carburettor troubles in his new special, mis-started. Wolfe showed his true form at the timed climb of Lathom Mount, which he scaled with as much determination as, and considerably more acceleration than, General James of that ilk at Quebec. Pollnagrasia followed with a troublesome downhill braking test on grass, then the first observed section at Clontygora. This was enhanced by Ian Morrison (Singer Roadster) who accelerated fiercely just when passenger Ian Titterton was in the middle of a bounce. By the time the bouncing Ian had come down again the driving Ian was some yards away, the result surprising both considerably.

The first to arrive at Ballymacdermott observed section was Harvey McWhir (H.R.C.), he having missed out three

sections on the way. But he soon realized his error and dashed away again with loud horn blowing at hump-back and hairpin. Despite dithering with water, the surface was good, and presented little difficulty to the field who then returned to Newry for a second lap of the course. At this stage there was a brief encounter between Chris Lindsay, who was completing his first lap, and Bob Chambers (Austin 10 saloon), who was looking for the first test.

After their second attempt at Clontygora, with tractor accompaniment, the entrants crossed the Ulster-Eire border at Kesh, since the rest of the trial—by permission of the R.I.A.C.—was set in Eire. Jack Wolfe had a nasty moment when he found he had forgotten his triptyque, but a kindly Customs official allowed him to continue. A sportsman's chronicler, who also lacked such a document, gladly accepted a lift from Pat Culhane in a stark special consisting of Ford engine and Wolseley Hornet chassis, then found himself in trouble. The next section comprised three miles of rocky turf road, climbing 1,000 feet in all, which had to be covered at a minimum speed of 24 m.p.h., and the Culhane motor, having just been topped up with oil, all but died on the ascent. Yours truly found it necessary to bale out and run beside the car until the summit was reached, then, like a lump of ice in a cocktail shaker, silently endure the driver's determined efforts to regain time on an unbelievable surface.

Many competitors were surprisingly close to the required average, and the saloon drivers deserved commendation for covering this section at all, but Maunsell, in the Humber, actually completed it with time to spare. Colin Friskine and Bob Carson, their 1929

(Continued on page 283)



**CUSTOMS AND EXERCISE:** At the Ulster-Eire border, Stanley Porter (4/4 Morgan) sprints for the Customs hut with his triptyque.



# LAMGIA:

## THE SAGA OF A "SPECIAL"

*By C. P. TOOLEY*

THIS is the Saga of a Special. Way back in the dark year of 1941, when motor sport had become a mere memory and cross-country work meant something more than a pleasant afternoon's mud-larking in the Cotswolds or Chilterns, Dr Kennedy of St. Albans broke the Tenth Commandment and coveted something that was his neighbour's for purposes closely connected with The Sport. The subject of his covetousness was a Lancia Augusta bread van—not a very inspiring vehicle you might think. But those of my readers who have owned or even ridden in an Augusta of any type will have revelled in its performance and road-holding—and Dr Kennedy was thinking in terms of a surgical operation which would turn that bread van into a sports-car which one day might even bring home the bacon.

Eleven years have passed and today the Lamgia, though out of its creator's hands, is a very potent force in the 1½-litre sports-car class, whether the event be a sprint or a circuit race.

However, let us return to 1945 when our enthusiastic doctor realized his ambition and bought his beloved van. It was now rather the shadow of its former self but mechanically sound, and with the removal of its bodywork his long ruminated plans

started to be put into practice. Since the equipment of a surgeon does not include gas welding apparatus, this was bought and its use studied. The rear end of the chassis was boxed in to increase stiffness. Unlike the standard Augusta which had no separate chassis, the coupé body was built upon a channel section frame and this was the type upon which the van body had been erected.

To lower the lines of the car, the radiator was moved to a de-elevated position in front of the cross bracing tubes of the front suspension units which were of course of the spring-in-a-vertical-pillar type. The scuttle structure carrying the fascia panel and steering column were lowered four and a half inches and the lines began to look decidedly more sporting.

### A Two-seater Body

The next requirement was a body and here Harry Lester was called in, and working to a scheme prepared by Dr. Kennedy fitted a long low two-seater body which, if looking slightly oversize compared with the modern type of racing sports shell, gave pleasing lines, low frontal area and plenty of room for elbows, feet, tools and a spare wheel neatly stowed away in the tail.

At this stage, the engine was not touched and its four cylinders of

1,196 c.c. gave a top speed of just over the 70 m.p.h. mark with good acceleration. But it was obvious that more urge was required if competition work was to be indulged in.

So once again Harry Lester was approached and not unsurprisingly he recommended the fitting of an M.G. TC type engine. After the chassis had been cut back at one point the motor dropped in easily and the remote gear-lever appeared at just the right place. The rear S.U. carburetter, however, wanted the same lebensraum as the Lancia steering gearbox so a special inlet manifold was made up and down-draught S.U.s fitted. Incidentally, how do you check the fuel level in the horizontal jet of this sort of carburetter? The engine capacity remained at 1,250 c.c., but its power output was raised by some Lester tuning. The propeller shaft was divided and a steady bearing fitted.

Lamgia, as the special was now christened, at once became a really lively car, the road holding and brakes of which could well cope with the extra speed. Incidentally, the brake area factor worked out at 206 square inches per ton.

### Steering Shimmy Snag

The only snag was a steering shimmy which became rather embarrassing at speed. This, however, was eliminated by replacing the rubber-bushed steering connections with ball type joints. The well-known adage about an ounce of rubber being worth a ton of theory took a day off on this occasion.

In 1949 Dr. Kennedy raced Lamgia at the second and, alas, final speed trials at Luton Hoo.

The following year, it was regretfully decided that the special was not the ideal car for a doctor and it was taken over by Acland and Tabor, Ltd., whose forecourt on the Great North Road at Welwyn is often resplendent with interesting motor-cars. Without further tuning or "modding", the car was entered for



**CLASS WIN:** Croysdill and the Lamgia in action at Castle Combe, October, 1950, where they scored a class win in the 2-litre 10-lap race.



**FIRST "FIRST":** Reg Croysdill checks a plug at Boreham last year, where he scored the Lamgia's first outright win in the 1,500 c.c. sports-car race on 26th May.

the Gosport Speed Trials where it succeeded in gaining third place in the 1½-litre class behind a Cooper-M.G. and Gerry Ruddock's H.R.G.

Lamgia was driven on this and subsequent occasions by Reg Croysdill who during 1948 and 1949 had been driving his own special in all types of events. Enthusiasts will recollect that this interesting car was based on a Magnette chassis, powered by a three bearing Riley Nine engine and also, like the Lamgia, suspended independently at the front by courtesy of Lancia.

The results of Gosport were so promising that it was decided to increase the power output still further and this was accomplished by boring out to 1,460 c.c., raising the compression ratio to 9 : 1, fitting larger valves and 1½ inch bore S.U.s. In October, Croysdill drove at Castle Combe and hopes were more than justified when the Lamgia won the 1½-litre class in the 2-litre, 10-lap race against such cars as Ruddock's H.R.G., John Cooper's Cooper-M.G. and Davis's blown ex-Leonard M.G. Magnette.

During the winter of 1950-51, Lamgia returned again to Harry Lester for tuning and the addition of lightness.

The April club meeting at Goodwood saw Croysdill in second place behind rival Ruddock in the 1½-litre scratch race. At Tewin Water, another second place was gained by covering the standing quarter in 18.4 seconds.

The elusive chequered flag was finally seen at Boreham on 26th May when Croysdill won the 1½-litre race at the spanking average of 73.5 m.p.h. and put up fastest lap at 77.5 m.p.h. This was the first race at the first meeting to be held on that very promising circuit. Among Croysdill's notes on that particular event was the laconic remark "Treat Railway Corner with respect". Too true. Many didn't—and still don't.

With a genuine plus 100 top speed, Lamgia followed this up by making best time in the Eight Clubs One Hour Blind—sorry, High Speed Trial. Second place was filled in a handicap on the same day.

Other Boreham, Goodwood and Silverstone meetings followed with



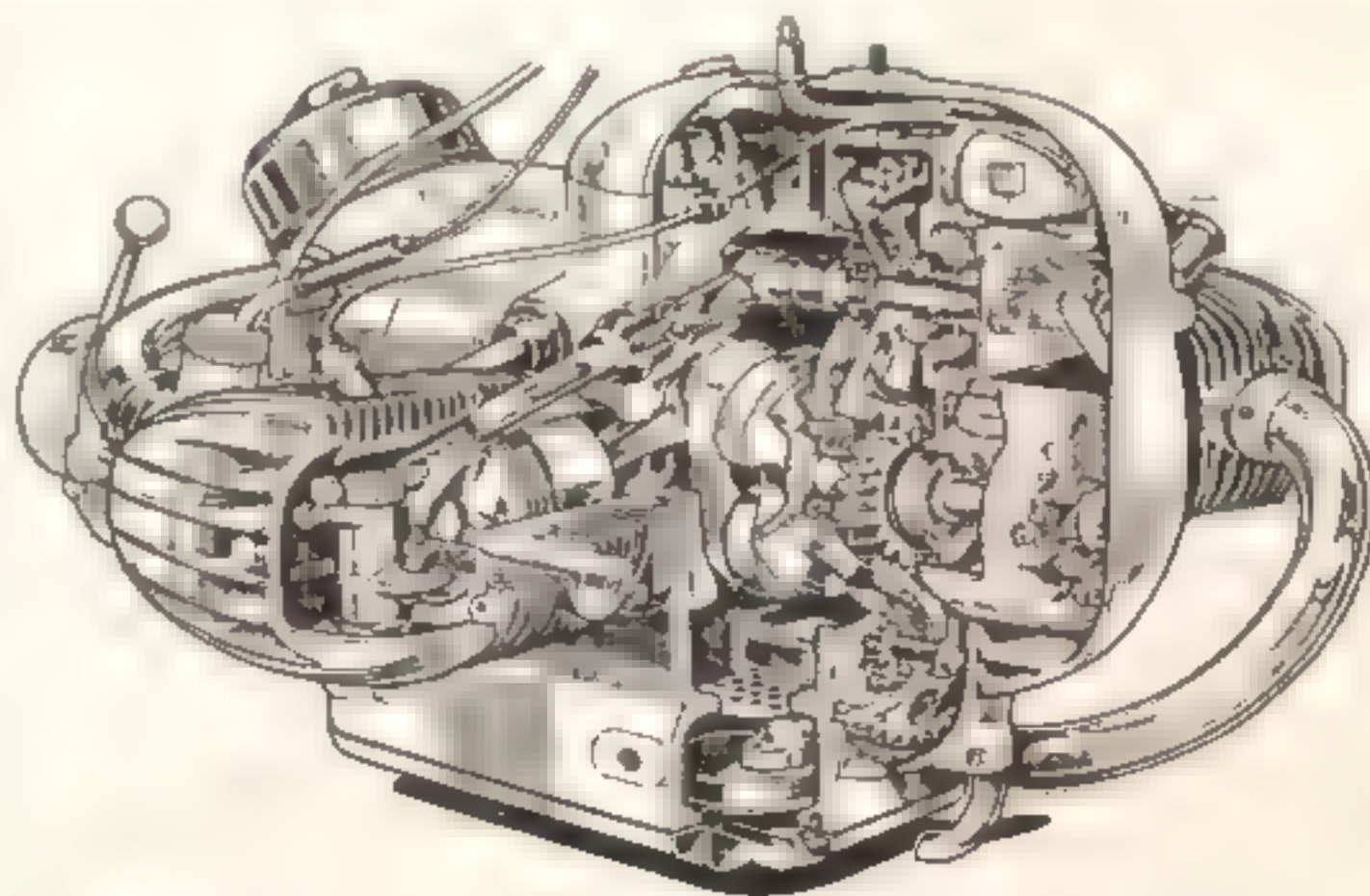
placings nearly every time. The car was always driven to its races and what is more important, always driven away again.

In the autumn of last year I had the opportunity of driving Lamgia myself—but not in a race. Great pity! Reg Croysdill gave me *carte blanche* as regards revs. and after a couple of dummy runs I gave Lamgia her head. No times were taken, but 6,000 in third—about 75 m.p.h.—came up with a wonderful push in the back. About 95 m.p.h. was attained with more to come before I raised my right foot

thereby releasing a most impressive over-run yowl from the exhaust. In fact, Lamgia made more noise slowing up than when running flat out. Road holding was taut but not harsh and the steering magnificently direct without being wrist-snatching. Brakes were first-class.

To drive a racing- or sports-racing-car well, you must have complete confidence in every part of it. And after my happy experience with this Anglo-Italian hybrid, I am not surprised that it has been so successful.

May the good work prosper.



**GERMAN POWER-PLANT:** A sectional drawing of the latest R51/3 BMW engine. Specially-tuned, high-compression versions of this horizontally-opposed, 68 mm. x 68 mm. (490 c.c.) o.h.v. (push-rod) design will be used in several German Formula 3 machines this season. Output of the standard motor-cycle unit is modestly given by the makers as 24 b.h.p. at 5,800 r.p.m. on pump fuel, with a 6.3 to 1 compression ratio and one Bing 1/22/61 carburettor.





AUTOSPORT, FEBRUARY 29, 1952

*STATIC: The 1,172 supercharged Dellow, John Bolster and his passenger Fred Fletcher*

the machine a most unmerciful thrashing. It soon became apparent that light weight has not been secured at the expense of flimsy construction, and I should imagine that the Dellow is as nearly unbreakable as any car could be. The tubular chassis is quite exceptionally rigid, and although "my" car had had a long trials life, the body showed absolutely no sign of its harsh treatment.

The Marshall Roots-type supercharger was of definite value under these conditions. It gave just that little extra bit of pick-up at low revs., and very real power was available at the top end. Plenty of benzole was necessary to keep pink-

## JOHN BOLSTER TESTS

# THE DELLOW SPORTS TWO-SEATER

ANYONE who makes a habit of watching trials is familiar with the little Dellow cars. Among the motley array of specials and devices, they stand out by virtue of their normal appearance and superior finish. In spite of their enviable record as mud-pluggers, they also appear in speed events, and are used by their owners for daily business journeys. Such versatility is rare, and I decided that something more than a stereotyped road test was required to bring out the unusual characteristics of the make.

Instead of the customary aerodrome routine, therefore, I entered the Dellow for a really tough trial. My knowledge of such events was precisely nil, and a nasty bout of influenza prevented my having the machine for a few days before the show. However, Ron Lowe very kindly gave me a couple of hours tuition on his home ground, and I was at once struck by the astonishing traction over apparently impossible terrain. Never having driven a trials car before, I had no conception that their cross-country performance was so effortless and sure. One can understand why some of those freaks, with the radiator three feet behind the front axle and the engine

in the passenger's lap, can get through mud, but the Dellow is entirely innocent of such practices. Actually, 60 per cent. of the weight is on the rear wheels, and 40 per cent. on the front, which seems an ideal compromise for tyre grip and controllability with this type of chassis.

I must admit that, as I left the start of the Kitching Trophy Trial, I was conscious of imaginary L plates of enormous size, but I soon found that, even in my inexperienced hands, the car was a match for quite a lot of the out-and-out specials. On this particular occasion, recent snow had made the course extremely difficult, and one was forced to give

ing under control, and the benefits were bought at the expense of considerably increased fuel consumption. No less than 12 lbs. of boost was registered on occasion, but naturally one would require methanol fuel if one intended to run continuously at this high pressure.

On the road, this is a pleasant and lively little sports-car. I understand that the original model, with quarter-elliptic rear springs, had an oversteering characteristic, but with the current helical springs, there is that slight degree of understeer which is desirable for stability. The general controllability and handling are really exceptionally good, and the car corners well, even on wet or



*MOBILE John Bolster, the Dellow and lots of mud on Coombe Rock, during the N. Midland Club's Kitching Trophy Trial*



bumpy roads. I put this down to the positive location of both axles, for although the suspension is not independent, it does retain the wheels in the designed relationship to the chassis, at all times. The steering is remarkably high geared, which is a great help during special tests.

When I first tried the car, I thought that the ride was rather uncomfortable. There is a good deal of short, quick movement, quite unlike the slow up and down float of most modern layouts. Curiously enough, one completely forgets this slight hardness after a few minutes, and settles down to enjoy the very real stability. All the controls are

well placed in the event of damage. In front, there are André friction dampers, and at the rear Girling telescopic hydraulic units are fitted. Both axles have positive location by Panhard rods, plus the normal Ford radius arms, the torque tube being suitably shortened. A transverse leaf spring is employed at the front, with helical springs behind. A specially high-geared Burman Douglas steering box operates the transverse drag link.

Needless to say, the engine is a Ford Ten unit. It may be had in standard, tuned, or supercharged form to choice, and carries the full Ford service and replacement scheme. The gearbox is standard

will have as much fun as I did. Incidentally, work has begun on a prototype with helical spring i.f.s. and a Consul engine, but the project is only in its earliest stages

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Dellow sports 2-seater, price £497 (plus £277 12s. 2d. P.T.).

**Engines:** 4 cylinders, 63.5 mm. x 92.5 mm. (1,172 c.c.), side valves, 30 b.h.p. at 4,000 r.p.m. (standard engine) or 44 b.h.p. at 4,500 r.p.m. (supercharged). Coil ignition. S.U. carburettor.

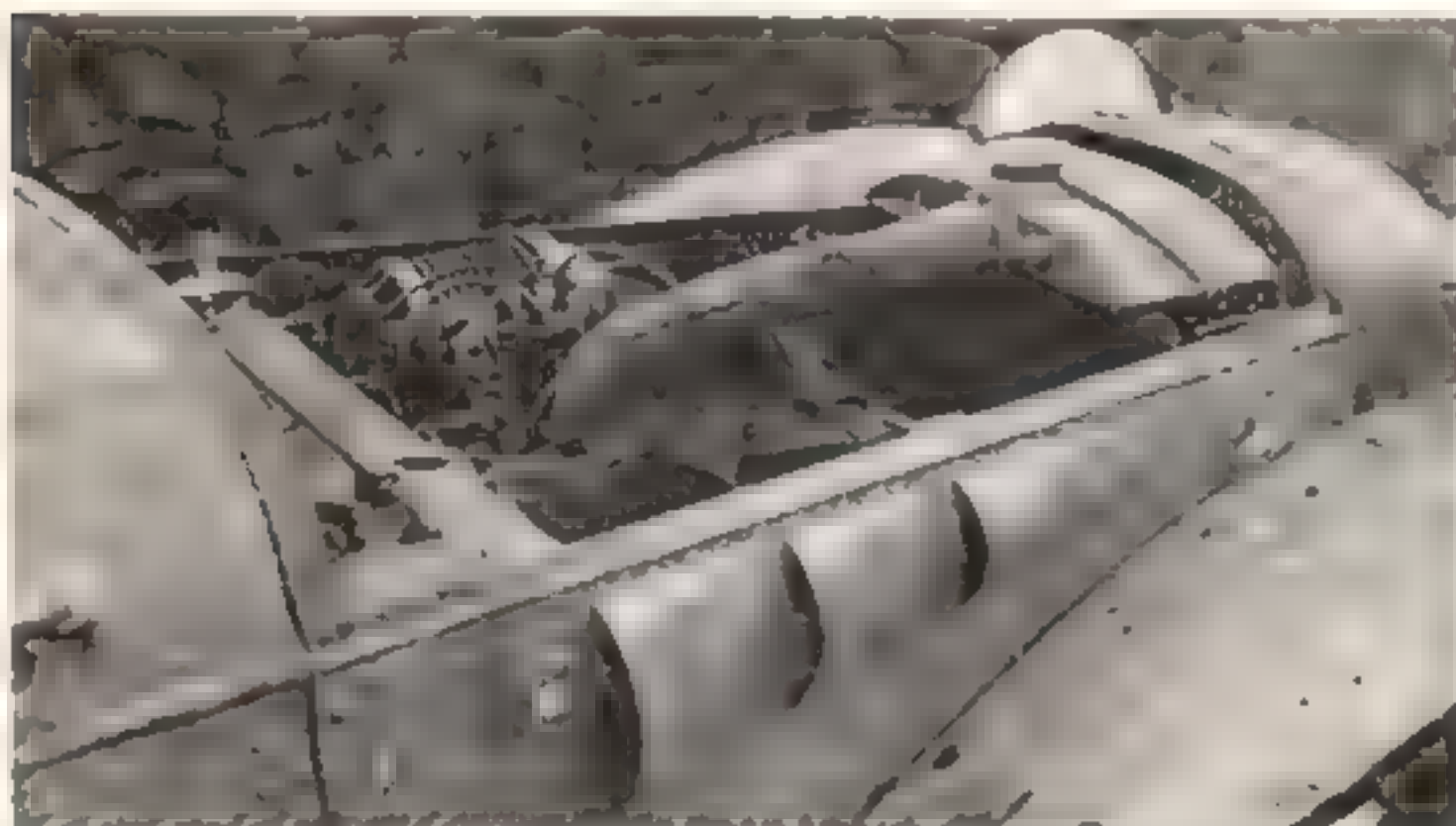
**Transmission:** Single plate clutch, 3-speed gearbox with remote control, ratios 5.5, 9.7 and 16.5 to 1, or 4.7, 8.3 and 14.1 to 1. Torque tube drive. Spiral bevel rear axle.

**Chassis:** Large diameter straight tubes, with kick-up over rear axle. Transverse front and helical rear springs. Both axles located by radius arms and Panhard rods. André friction dampers in front and Girling telescopic hydraulic at rear. Five-stud easy-clean pressed steel wheels, fitted 5.50 ins.—16 ins. tyres on back axle, 4.50 ins.—17 ins. front. Girling mechanical brakes.

**Equipment:** 6 volt lighting and starting. Speedometer, ammeter, water temperature and oil pressure gauges.

**Dimensions, etc.:** Wheelbase 7 ft. Track—front 3 ft. 10½ ins., rear 3 ft. 9 ins. Overall length, 10 ft. 10 ins. Turning circle, 28 ft. 6 ins. Weight (dry), 11½ cwt.

**Fuel Consumption:** Unsupercharged, about 40 m.p.g. Supercharged, 24 m.p.g. 15-gallon rear tank.



*The 1,172 c.c. 4-cylinder Marshall-blown Ford 10 engine of the Dellow is neatly and compactly housed. Standard or tuned unsupercharged units are also available*

well placed, and the driving position is first class.

On the road, the car cruises pleasantly in the 60s, and its light weight ensures good acceleration. It gets along very well with only three speeds, though a four-speed box would, of course, be an improvement. The all-mechanical Girling brakes are fully adequate to the performance of the car, and an extra outside hand-brake, that pushes or pulls for front or rear brakes respectively, can be very handy under trials conditions. The makers claim 70 m.p.h. unblown, or 85 m.p.h. in supercharged trim, and although I had no opportunity of timing the Dellow over a measured distance, I would guess that those figures are not far out.

The chassis frame is of 18 gauge steel tube, 3½ ins. in diameter. The front and rear axles are standard Ford components, for ease of re-

Ford, in fact as many Ford components as possible are used, for ease and cheapness of replacement during a probably very hard life.

The bodywork is strong, light, functional, and has a pleasantly jaunty appearance. Doors can be supplied if required, and the car is quite cosy with hood and sidescreens erected. It has now been found possible to reduce the height without affecting ground clearance, so the latest model is some 4 ins. lower than the machine I tested. There is a useful luggage space behind the seat, and this would be a suitable little car for milady to use on shopping expeditions.

Thanks to the Dellow, plus the expert assistance of my passenger, Fred Fletcher, my first trial passed off without disaster. I am sure that other beginners will find this a most suitable machine for breaking into motoring sport, and I hope that they

#### THE ARGENTINE RACES

THE organizers of the two Buenos Aires G.P.s have caused considerable confusion in the International Calendar by switching the dates for their Presidente Peron and Eva Peron Cup races. Originally listed in the Calendar for 17th and 24th February, these races were first postponed one week to 24th February and 2nd March. A further week's postponement brought them to 2nd and 9th March, this encroaching on the Uruguayan fixtures which naturally would rely on the Argentine race entrants for support. It is now reported that a further postponement of the Buenos Aires fixtures has taken place, to the 9th and 16th March.

This may delay the appearance in European events of Fangio, Gonzalez and the two Simca drivers now in South America, Simon and Manzon.





## WEEK -

N.L.E.C.C. Jacobean  
"Brian Lewis"



**DAD'S DAY OUT:** (Top, left) Brookes, father of the Brinkley, has his turn with the F.R.P. Six is seen here negotiating three during last Sunday's N.L.E.C.C. Trophy Trial

(Left) Elliott Playfair (BMW S.S.C.'s "Specials-burred" trial) a short section, watched by "A" Alex Reid

(Below) Rex Chappell aviating acquired Cotton in last Sunday's Border "Brian Lewis" trial



### CHANDLER WINS "JACOBAN"

#### Muddy N.L.E.C.C. Trial

DRIVING his ultra-lightweight super-charged special, E. J. Chandler won last Sunday's North London Enthusiasts' C.C. Jacobean Trophy Trial from a field of 36.

In the absence of hills in the Hertford Stevenage area, the N.L.E.C.C. organizers had to rely on mud—and plenty of it. The first section, Last Hope I, defeated the entire entry, and only Chandler managed to get half way and drop five marks instead of the universal 10. Last Hope II was, on the other hand comparatively easy, and accounted for just two unfortunates, A. T. Young (Dellow) and A. E. Tolman (Dellow).

Both West End sections caused little trouble, five folk losing marks on the





# END TRIALS

—Jean Trophy—Kentish Border C.C.  
—Scottish S.C.C. Winter Half-day



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first part, and only J. E. Somerville (Austin) on the second

However, Queen's Hoo I proved to be a real mud-bath, and only D. Reader (P.S.B.), J. C. Smith (J.C.S.), H. R. Smart (B.S.T.), B. Blundell (B.B.), and Chandler retained clean sheets

Queen's Hoo II included a timed test, and best here in the mud were Reader D. Read (Dellow), each with 1.13 secs. and Smith (1.14 secs).

## Highwood Section Scrubbed

Highwood proved to be unclimbable. It was easy from the bottom up to a small wood, but a deep mud-bath caused cars to sink so deep, that they defied the efforts of many helpers to extricate them for some considerable time. Both N. H. Overton (Overton) and G. J. Newman (Cox) had to be dragged out bodily. Overton had another try, but hit a tree. A Dellow smashed a sunken boulder good and hard and settled down in the mud well past the axles. After this, officials wisely decided to scrub the section.

Kingshill was so easy that not a solitary vehicle halted. The three fords known as Three Waters were not so deep as generally anticipated, and practically everyone splashed their way through—to the vast disappointment of spectators on the foot-bridges. Reader unfortunately stopped in the middle of Ford 2, and T. H. Church (Dellow) did the same in Ford 3. T. S. Baker (Ford)

managed to come to a standstill in both 1 and 2 fords

The special test (used to decide ties) was more or less a speed hill-climb, with the usual reverse back to a bay and forward to stop astride a line business thrown in. Fastest here were E. W. Vero (Dellow), with 36.1 secs., Chandler 41.1, Blundell (41.2), G. Pettit (Pettit) (41.2), Overton (41.3) and B. H. Dees (Dellow) (41.3).

As competitors came straight to the test from Ford 3, some apparently forgot to dry out their brakes properly. J. Beaucham-Ward (A.F.S.) was one who appeared to have difficulty in stopping, whilst S. Pipe (Ford) went in several directions at once. Michael Lawson (Lotus) was very neat, but lost time finding reverse.

Altogether an excellent day's sport, thoroughly enjoyed by all the competitors, and the surprisingly large gathering of spectators, who followed the cars from test to test and formed an appreciative gallery at the final tests

## RESULTS

**The Jacobean Trophy (Best Performance):** E. J. Chandler (1.172 Chandler S).

**First Class Awards:** J. C. Smith (1.172 J.C.S.); H. R. Smart (1.172 B.S.T. S); B. Blundell (1.172 B.B. S); D. Read (1.172 Dellow)

**Second Class Awards:** E. W. Vero (1.172 Dellow); H. F. Collings (1.098 H.F.C.)

**Team Award:** Smith, Smart and Read

**SQUELCH!** (Above) H. R. Smart (B.S.T. Special) finds plenty of mud at Queen's Hoo in the "Jacobean" during the timed test

**SPLASH** (Left) D. Reader and his new P.S.B. Special come to a standstill in the middle of Three Waters 2 in the N.L.E.C.C. event

## RUMFITT SCORES ANOTHER VICTORY

### Brian Lewis Trophy Trial

MAIDSTONE and M d-Kent M.C. ended their 1951/52 trials season last Sunday with the Brian Lewis Trophy Trial. Although a certain amount of confusion occurred owing to the follow-my-leader system adopted, and the apparent absence of competition numbers, the event was run off fairly smoothly. Fortunately most of the sections were laid out within easy walking distance.

The outstanding drivers of the day were Tony Rumfitt (Cotton) and Alan Day in the very latest Spence Mark VI. Both kept clean sheets till the last section, Hill's Hill—well-known to "Bossom" competitors—which had been specially modified for the occasion by including three sharp turns. Rumfitt alone went up non-stop here, and gained the Premier Award.

## RESULTS

**Premier Award:** Tony Rumfitt (1.172 Cotton).

**Trial Class:** Alan Day (1.172 Spence VI).

**Sports Class:** A. J. Jarvis (1.496 H.R.G.)

**Saloon Class:** S. R. Seelley (Riley).

**First Class Award:** T. Austen (Sunbeam-Talbot).

## SCOTTISH SPORTING CAR CLUB'S WINTER HALF-DAY TRIAL

### Specials-Barred Event

THE S.S.C.C. had a turnout of some 40 entries for their Winter Half-Day Trial last Saturday, and I think that most of the competitors will come back for more, although the hills were fairly muddy and greasy in places, they were not of the chassis-breaking variety.

The event—a cross between a trial and a rally with specials barred—included three driving tests and three observed hills that were separated by interesting road sections starting out from Milngavie to go by Bardowie, Blairskath, Kippen Buchlyvie and Keppeloch to the Dreadnought Hotel at Ca lander.

First hill—Bardowie—was no trouble to Jimmy Gibbon in his Land Rover







*DEBUT: Alan Day presents his Spence Mk. VI, which marked its first appearance in a trial with runner-up position in the Kentish Border C.C.'s Brian Lewis Trophy event*

#### Week-End Trials—Continued

with the two-wheel drive, but then Jimmy's passenger was an old hand at the game who knew when to bounce. After him came L. Mitchell (Austin), H. F. Sturrock (Ford) and N. L. Paterson bearing passengers who obviously hadn't done much trials work; their efforts at bouncing were not quite up to "professional" standard! The first short section wasn't really difficult, as Duggie Mickel displayed in his little Ford Prefect, but no doubt the light cars had the best of it, for his brother Frank in a Ford Pilot and J. Halley in a Jaguar saloon had officials and small boys losing honest sweat as they shoved them up the hill. In contrast, Elliott Playfair in his red BMW made it all look so simple.

Hill two, Blairskath, turned the tables, for here it was the last section that was difficult as it included a cunning line in hairpins for which the under 1,500 c.c. were allowed one reverse and the "big stuff" two. Most competitors got 15 out of 20, and Jimmy Gibbon, familiar with the hill, motored with that wee-bit of contempt that brought him a bent bumper. M. L. McPherson has a very sleek Alvis, but it's far too liable to bog down, and there were so many S.S.C.C. officials competing that T. A. M. Watson took a pound or two off his midriff. He and another official had much more pushing and shoving at the Alvis and

one or two others than they generally have to do on well-marshalled events.

Ian Bennie (Riley) gave a nice performance in driving test one—starting and stopping astride and between lines arranged craftily on a bend—as did J. N. Marshall in the ex-Melvin H.R.G. and H. A. G. Meikle (Singer), but quite a few memories could do with a short, sharp injection of Pelmanism.

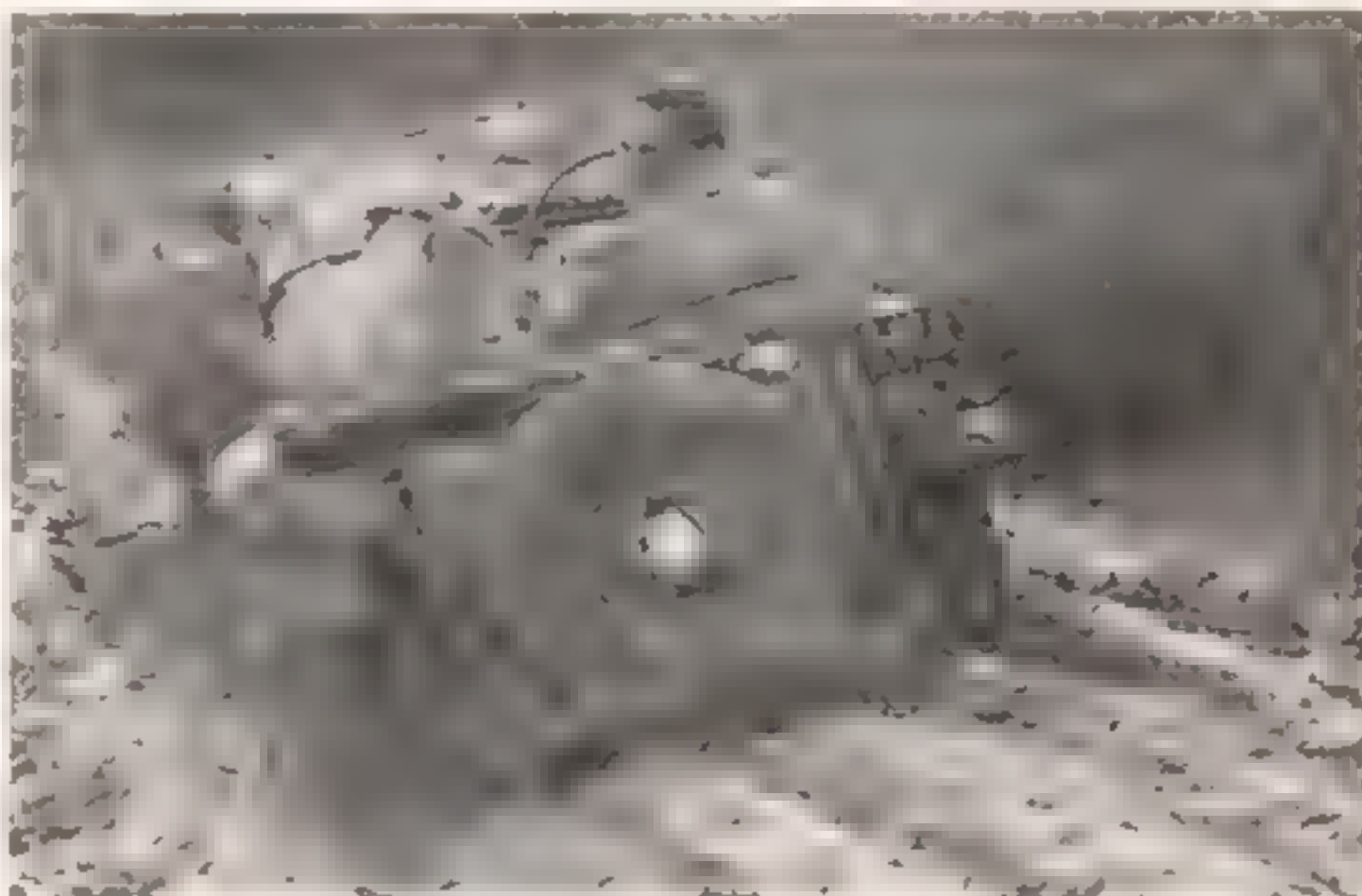
Entrance to the last hill—Keptulloch—was a close relation to a morass, and navigating it was every bit as bad as

climbing the observed sections. J. Halley's Jaguar caused officials to go boot-deep in mud before it was rescued, but he made a clean climb on the hill. G. D. W. Organ (Jowett) had passengers who promptly obeyed exhortations to bounce by the spectators; just as he looked like stopping at 10 marks the Jowett's wheels gripped and it bounded to the top. W. J. Skelly (Jowett Javelin) found the going a bit tough but arrived safely. His passenger didn't, and Billy still doesn't know why he baled out. Another driver obviously hadn't read his regulations, and thought it would be a good idea to jettison one of his passengers for easier climbing. A pity—he was disqualified.

By this time it was nearly dark, and the two tests in the old Callander Hydro were made with lights on. J. Barr (Ford) gave an excellent performance in the figure eight round the pylons effort, and I. B. Smail (Wolsley) gave a very smooth display even if a trifle slow. J. A. Stevenson (A70 Brake) had been reading Bolster and did some nice drifting only to spoil it by taking the wrong side of the pylons. J. A. H. Broadbent (Allard) showed what can be done even in a tight figure eight with a big car, and also performed very well in the final test, as did A. G. Morris (Wolsley). The final test was a forward and reverse circle, and R. Miller (Lea-Francis Estate Car), up from Dumfries, drove very capably and thoroughly enjoyed his day's sport. I think most competitors did, but with its long and muddy entrance the last hill caused things to drag a bit. However, it was a cheerful bunch that swarmed round the results board, and the entry was encouraging enough for the S.S.C.C. to make other plans to revive enthusiasm in trials of a modified nature for normal production types.

"ARNEAS".

(Results on page 276)



*BULL DOZER: J. Talbot's Dellow uses its spare wheel as a mud-dispenser during a timed test in the ooze of Queen's Hoo during the "Jacobean"*



# RILEY

# RALLY

## Sixty-three Entrants in Outstandingly Successful London Centre Event — C. Audrey Makes Best Performance

THE 12th Annual Winter Rally of the London Centre of the Riley Motor Club took place on 23rd February, and proved an outstanding success. A noble entry of 63 cars, including a strong Midland Centre contingent, came in, and Rileys of every kind and every age were to be seen at the pre-start gathering at the Wheatsheaf, Virginia Water. A pleasingly rural 65-mile route took competitors through Surrey and Hants, and back to the finish at the Berestede Hotel, Ascot.

First car was away at a minute past 2 p.m., and the tricky secondary roads necessitated a careful watch on route cards. Drivers faced 11 tests during the course of the Rally, of "Monte Carlo" and "M.C.C." fashion;—braking and acceleration, garaging and parking tests, speed tests, weaving in and out of drums, and so on. Late members had to execute the last few tests in failing light and darkness.

In general classification of the Rally, it transpired that best performance was put up by C. Audrey, driving a 1948 1½-litre Riley saloon, who accordingly gained the R. C. Porter Challenge Cup for closed cars. He was closely followed on marks by A. P. Warren in a 1952 2½ litre saloon, who competed in this year's Monte Carlo Rally. Best open car performance was put up by H. S. M. Wilkinson with his 1950 2½-litre Roadster, while D. F. Wood made an outstanding show with his 1923 10.8 two-seater coupé, winning the *Country Life* Cup on age formula. Close runner-up on "age" was D. E. Todd's 1931/32 saloon, which was the only pre-war car to gain a first-class award.

The Berestede Hotel, Ascot, was practically inundated with Rileys and Riley crews after the finish, when much praise and pleasure was registered for the Rally. Organized by R. C. (Bob) Porter, it was well up to the Riley M.C.'s usual impeccable standard, as befitting the oldest one-make club in the world. Numerous marshals who also did a grand job included Jack H. Kemsley, who like Bob Porter and competitors Warren, Mrs. O. Johnson, and Eric Brinkman were all in this year's Monte Carlo Rally.

Dinner followed at 7.30 p.m., after which Mrs. Bob Porter presented the Trophies. In attendance were Arnold Farrar, Riley M.C. General Secretary, L. C. Hebblethwaite, Deputy Chairman of the London centre, Secretary Eric Bransbury Williams, and other officials and committee members.

The Secretary thanked Mr. and Mrs. Porter for all their efforts on behalf of the Centre, and spoke with gratification of the obvious popularity of the Rally. Following this the "natter and noggin" continued to 11 p.m., and the gathering gradually dispersed. Altogether a most successful, well-organized and enjoyable standard car event, aided not a little by fine weather.

### PROVISIONAL RESULTS

#### Trophy Winners:

Best Performance (open cars) R. James (Challenge Cup: H. S. M. Wilkinson (1950 2½-litre Roadster).

Best Performance (closed cars) R. C.

Porter Challenge Cup: C. Audrey (1948 1½-litre Saloon).

Best Performance by Lady Driver, Ripley Memorial Trophy: Mrs. M. M. Hughes (1949 2½-litre Saloon).

Best Performance on Age Formula, *Country Life* Challenge Cup: D. F. H. Wood (1923 10.8 h.p. 2-seater coupé).

Best Performance by a Novice, Victor Riley Challenge Cup: L. W. Range (1951 2½-litre Saloon).

First Class Awards (pre-war): D. E. Todd (1931 9 h.p. Saloon).

Post-war: D. J. Scott, E. D. Dottridge, J. Williamson, E. Brinkman, K. J. Kerr, H. M. Yeats, G. F. Hayward, W/Cdr C. A. Pike, V. H. Tuson, A. P. Warren.



REWARD: Mrs. R. C. Porter, wife of the Secretary of the Meeting "Bob" Porter, presented the trophies at the dinner which followed the Riley M.C. (London Centre) Rally.

## THE PARIS-ST. RAPHAEL LADIES' RALLY

### Six British Entries in Famous Continental Event

YESTERDAY, 28th February, over 25 women drivers, the majority of them of French nationality, set off from Paris on the first leg of the Paris-St. Raphael Rally, which takes them across France, via Aix-en-Provence, Gap and Mont Genève, to Sestrières in Italy, then to Turin and San Remo, for a timed test on the G.P. circuit, and finally to St. Raphael where a variety of special tests conclude the event on 2nd March.

Prominent amongst the entries are Miss Betty Hag (Healey), Barbara Marshall (M.G.), Mrs. Branford (Hillman), Mrs. Hague (Riley), Mrs. Nancy Mitchell (H.R.G.), and Mrs.

Eleanor Allard (Allard) from this country; Mesdames Simon (Renault), de Roquefort (Dyna-Panhard), Delorme (Renault), Boucher (Simca), and Hammersley (Peugeot) of France, and the Comtesse de la Chiesa of Italy with a Fiat. Mme. Rouault may also compete.

### TUDOR ON TV

FEATURED in the "Picture Page" Television programme on 13th February was the Pistol Grip hand-brake lock, produced by Tudor Accessories Ltd. This lock is suitable for many Ford, Austin, Morris and other popular makes.





**UNORTHODOX:** Duggie Mickel is anything but normally seated whilst doing a spot of bouncing on his brother's Ford Pilot on Kepeulloch, during last Saturday's S.S.C.C. Trial.

## SCOTCH CORNER

At the end of a day's mud-plugging weary passengers lower their over-exercised stern-pieces into the easy chairs of hotel lounges and relish the softly yielding cushions. In the same lounge their drivers change recalcitrant steering wheels for the more docile handles of pewter mugs, and around the fire the tongues wag. This sociability adds greatly to the pleasures of attending trials, and at the conclusion of the Lothian C.C.'s trial—reported last week—there was a lot of good talk in the Stair Arms Hotel.

As readers of these notes will remember, Bob Welsh—the Lothian trials convener—promised that the route would be tough, but would contain no hazards that might damage an intelligently driven sports-car. Well, totting up on the day's doings, Jack Wilson (Austin Special) broke a prop shaft, "Speedy" Hendry bent a front axle and copped some damage to the gears of his Watson Special, while Ernie Herrald had more than a little trouble at the rear of his MG.

So—the air should have been loud with lamentations and recriminations. However, it wasn't!

In their yarning, competitors said it was a good trial, they had really enjoyed the day's sport and would be willing to come back for more. In my opinion it was a good trial, but it could have been an excellent one providing grand sport and not doing a single bit of damage to any vehicle had it not been for one person—the weather clerk! A genuinely warm and sunny day in the middle of February is something which Bob Welsh or any of the other members of the Lothian committee could hardly anticipate, and there's no doubt that the sun truly liquidated the frosty ground. Had the conditions of the previous week been maintained, breakages would only have been brought about by needless risk taking. As proof, Tom Leggett took his Ford Pilot over every hump of the trial only the day before.

Among other things talked about was the way each trials season seems to bring its own top man in Scotland. No question about who that is this season: Bill Lamb's technique seems to improve with each trial, and it's very instructive to watch him nurse the blown Dellow up hills on which the rest of the field have failed. Very much of a lone wolf, too. Often there is a good understanding between driver and passenger that gets a car over some stubborn hummock, but on the last three occasions, at least, Bill has been driving with a different passenger each time.

The falling-off in the number of competitors for trials was also discussed, and a variety of remedies were suggested, with our old friends Arthur Clarkson and John (Initials) Miller very anxious to see a revival of enthusiasm. Outcome of everyone having a go was that John has decided to call a meeting of the Scottish section of the B.T.D.A. and see if a set of regulations covering our Scottish problems can be drafted and sent to the R.A.C. for consideration.

TED PATTERSON, who was passengering "Speedy" Hendry, is convinced that the problem of small entries will solve itself within a couple of years. Ted is a red-hot trials enthusiast, but he admits that speed events have a big attraction. He figures, however, that after a couple of years the lads will start comparing the expenses of competing in speed events as against trials-driving and find the speed events much more expensive. Maybe he's got something there. In addition, Ted thinks that—for the competitor—there's more fun and a dashed sight more sport in a trial than there is in a speed event, which is something to start the arguments all over again.

MENTION of speed events reminds me that the Scottish Sporting Car Club are already drafting their regulations for the Turnberry Sprint Meeting, and that

## by "AENEAS"

a race meeting, but the old trouble of getting the circuit definitely fixed has raised its head again, and A. K. has now grown quite pessimistic, although at the beginning of the year he thought he had the whole thing lined up very nicely.

TOMORROW (1st March) the Falkirk and D.M.C. stage their annual Cadgers' Trophy Trial. The entry is divided into separate classes (a) vehicles built or specially modified for competing in reliability trials, and (b) strictly unmodified for trials, standard production cars. The route plotted for the pukka mud-pluggers will include non-stop, bonus marks sections of a somewhat spectacular variety, whilst the production machines will be taken over a more gentle itinerary. Jim Morrison and his aides have put plenty of work into this event.

### SCOTTISH SPORTING CAR CLUB Winter Half-Day Trial

#### RESULTS

**Premier Award:** H. A. G. Meikle (Singer).

**First Class Awards** (Open cars under 1,500 c.c.): Iain Bennie (Riley), J. M. Findley (Morris), J. N. Marshall (H.R.G.). (Closed cars under 1,500 c.c.): D. W. Mickel (Ford Prefect), H. R. Anderson (Hillman Coupé). (Open cars over 1,500 c.c.): J. F. Gibbon (Land Rover—two-wheel drive). (Closed cars over 1,500 c.c.): R. Miller (Lea-Francis Estate Car), J. A. H. Broadbent (Aillard).

**Second Class Awards** (Open cars under 1,500 c.c.): J. Barr (Ford), D. King (M.G.), D. W. Lewis (M.G. TC). (Closed cars under 1,500 c.c.): G. N. Noble (Vauxhall), W. W. Fulton (Jowett). (Open cars over 1,500 c.c.): M. L. McPherson (Alvis). (Closed cars over 1,500 c.c.): J. Halley (Jaguar) and J. D. L. Melvin (Sunbeam-Talbot Coupé).

**Team Prize:** J. F. Gibbon, J. D. L. Melvin and J. N. Marshall.



Too good to 'miss'...



SMITHS

**K.L.G.**

*sparkling plugs*

John Cobb was the first to exceed 400 m.p.h. on land. His Ralston-Mobil-Special was, of course, fitted with K.L.G. Sparking Plugs. It's this type of experience that makes K.L.G. Plugs the finest and fastest on earth—and the Plug for your car. Fit K.L.G. now.

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# Correspondence

## The Formula Switch-over

IN reply to M. H. Macchi and W. J. Wigglesworth, the reason the B.R.D.C. and the *Daily Express* have changed their Silverstone meeting to Formula 2 is surely that this is the only formula for which we have cars capable of beating the foreigners. Also, it could be a good proving ground for budding 1954 formula cars.

I am sure that organizers wanting the best cars in the world to attend their meetings, and the 1954 formula, are causing the universal change to Formula 2, aided by the Alfa decision not to compete in Formula 1.

Of the British cars, the H.W.M. may not have won a race in 1951, but the experience gained and the resulting modifications should now make them winners. Next, the Cooper-Bristol. This is an unknown quantity but, coming as it does from the same firm as the 500, can it fail? Also, do not forget the Alta and the numerous home-brewed specials.

The B.R.M. has never shown the likelihood of being a great racing car or a sound investment. Mr. Wigglesworth's idea of a team of B.R.M.s for Indianapolis is ludicrous, the car could never attain the high sustained speeds needed. Also, where are the drivers with Indianapolis experience? It is not an easy track. Finally, no one wishes to see the B.R.M. ignominiously fail in front of an American crowd as it has done in Europe.

Wishing Mr. Bolster more power to his pen.

A. A. G. GOLDING (Aged 16)

MAIDSTONE, KENT

## France and Formula 2

MAY I put a few logical words into your correspondence columns about this extraordinary and unfair play by the French racing authorities.

We cannot tell them not to stage all their races under Formula 2 but we could do something about their unwarranted request to many other countries to follow suit.

Take the case of the promoters of the Dutch, Belgian,\* Swiss, and Spanish Grands Prix. None of these four countries produce Formula 1 or Formula 2 racing-cars, and so it would be worth their while to switch quickly back to Formula 1 and make their particular Grand Prix a financial success, rather than a dead loss when running a race for comparatively slow 150 m.p.h. cars.

As has been seen already, 1951 was a year of the giants' clash with several other fine cars making "noises-off"—Alfa Romeo has presumably dropped out leaving a gap which will be filled worthily by the B.R.M.

To end, let me add my recipe for a really successful major Grand Prix. First and foremost it is cash that counts, and to get the cash you've got to have big crowds, and to get big crowds you've got to provide the biggest motoring spectacle, and that means Formula 1 cars.

S. AUSTIN.

WINDSOR

P.S.—The information about France requesting other countries to turn over to Formula 2 was obtained from a B.R.M.A. Bulletin.

\*The Belgian G.P. will be Formula 1—Ed.

## The A.R.M. Game

MANY thanks, John Bolster and Lord Charnwood, for saying nice things about me in the article "A.R.M. Again" in the 25th January issue of *AUTOSPORT*. I confess I hurriedly looked up my dictionary to make sure there was no case for libel! Having got away with it once I now feel more confident to make further criticism. Believe me, I enjoy the A.R.M. game very much and think it a pity the B.R.M. boys didn't start off the same way!

The back axle and de Dion tube: why three bends when one would suffice? Universal joints: why bother with unreliable pot joints when you can buy normal universals ready made—surely you're not worried about the splined sleeve? That's not the troublesome part. Rear brakes: let us have disc-type; they're no longer experimental and are easy to cool. Chassis frame: surely not *brazed* joints as shown, have a neat weld with fish plates. And the lower rails, being in tension, should be straight from joint to joint.

The frame as shown would have been admirable on a very early Morris with a 15 and with engine rigidly mounted on a sub-frame but with the A.R.M. layout how are you going to achieve a stiff chassis? I suggest some triangulation (remember how the Cotton motorcycle used to steer in the old days—All the result of a good stiff frame). For a very small increase of weight an immense increase of rigidity would result.

The gearbox—bring this forward to a point about midway between clutch and back axle; have the layshaft and main shaft side by side (as per Bugatti) and drop the prop. shaft line by introduction of two universals—and at once you achieve a seating position more than 6 ins. lower.

I also suggest a "quick change" back axle on American Midget racer lines with a little elaboration this could become a close ratio two speed gear—giving about half a normal ratio. You could have four normal gears or four overdrive gears or four normal and one overdrive, or you could use a three-speed gearbox and by interconnected levers obtain six close ratio forward speeds—enough for most courses! What a lovely game swapping cogs would be! You could even use the quick-change end as a gear pump for lubricating the final drive.

The Ferrari-type radius arms: why not buy Jowett Javelin-type, ready made, and fit the torsion bars across the frame? This cuts out the additional arm and trunnion bearings needed for your fore and aft pattern. You did say make it more simple! Reverting to the engine, the webs under the piston crowns should be turned 90 deg. to run from gudgeon pin bosses (as per Martlet).

NEIL A. SMITH

LONDON, E 14.



"He refused to hand over to Osculati!"



## Two-Strokes Defending the DKW

I AM sure I will not be the only one to take Mr. Bolster to task over his article on two-strokes.

He says, "Many small European cars have this sort of machinery but they are of a crudity that we would not find acceptable".

We had a DKW from 1937 until six months ago when it was finally sold for £200. This car did 110,000 miles before being rebored. It would always do 45 m.p.g., cruise at 50 m.p.h. all day, had a free wheel and, of course, being L.w.d., it had r.f.s. I never knew of an 8 h.p. mass-produced four-stroke engine car that could look at it for average speeds in this country. It used to be decarbonised every 25,000 miles and apart from worn brushes in the magneto used to give no trouble until just before the rebore when starting from hot did necessitate a push. (This after about 105,000 miles.)

Surely a great number of people would accept this "crudity and mechanical noise" for the advantages of this particular two-stroke.

I quote from Mr. Bolster again—"... but in unsupercharged form they just cannot compare with a good four-stroke".

I am not sure what he means by a good four-stroke but my recollection is that the DKW produced 26 b.h.p. at a piston speed of 2,100 ft./min. I can think of one four-stroke engine of 500 c.c. greater capacity used by one of our largest motor manufacturers for many years before the war that developed 19 b.h.p. I imagine that this engine would not have been used for so long if it had not been considered "good".

Mr. Bolster may have no prejudice against two-strokes, but having virtually written them off from the motor car angle in the two sentences I have quoted I would say that one or more of the following applies: (1) He has his tongue stuffed firmly in his cheek (2) He has never done a considerable mileage in a DKW, or (3) He is longing for someone to write a highly indignant letter.

Finally, on that score why is it that many people seem to take it as a personal insult if someone writes something with which they disagree?

R. C. GREEN.

LYONSHALL, HEREFORDSHIRE.

## Calendar Clashes

IT is some months now since I last did any grumbling through the correspondence columns of your excellent Journal. However, on looking through the R.A.C. Calendar, published in 15th February issue, I was disappointed to see that the Half-Litre Club's International meeting at Brands Hatch on Easter Monday most unfortunately clashes with the B.A.R.C.'s annual fixture on that day at Goodwood, which means to say that some of our star drivers, not to mention (possibly) several thousand spectators, will be absent from either one or the other. In the interests of the Sport could not the Half-Litre Club (with all due respects to them, they are the younger body) be persuaded to remove their fixture to the following Saturday on which day there does not seem to be any other International events.

I may add that there are several other clashes in the International Calendar; for instance, how can British drivers, entered either in the Formula 1 race at A.S.1 or the Formula 2 race at Chimay, be expected to practice in view of the B.R.D.C. meeting in the I.O.M. falling only two days before? I should have thought that after the T.T.-cum-Monza fiasco of last year the R.A.C. would have been a bit more careful this year.

A. J. GREEN.

WORTHING

## "Medicals"

WITH the advent of correspondence in your columns relating to the proposed medical examinations, may I ask a few questions appertaining thereto?

(a) Why are medical examinations deemed necessary and what has occurred to bring such an idea into existence?

(b) Who was responsible for their inception?

(c) If the answer to (b) is the F.I.A., then why do the R.A.C. accept or impose such a ruling as applicable to anything other than International meetings?

(d) If the idea was the brainstorm of someone at the R.A.C., who was the person responsible? I am sure all com-

petition motorists would like to know to whom they are indebted.

(e) How often are examinations supposed to be made? I presume once a certificate is obtained then the driver concerned could lose his sight and yet still be fit to drive if a yearly probe is intended. On the other hand, an examination the day before each race meeting would result in a number of events being cancelled for lack of entries.

(f) Have the powers-that-be read and studied the correspondence columns of Autosport, 8th and 15th February? If so, why don't they drop the whole idea (International meetings excepted if the F.I.A. insist); there are enough restrictions and expenses involved already without unnecessarily adding red tape.

Maybe some learned gentleman can supply the relative answers to the above. Perhaps even the R.A.C. might deign to entertain the last suggestion; for all they know flat feet might be an occupational disease of racing drivers—exit racing cars! Is it not better left to the discretion of the organizers of each meeting who can surely decide whether a person is fit to drive? As to control properly a car plus good eyesight should be the main qualifications and not an answer to all the sections of a medical dictionary.

P. B. JONES.

LONDON, N.3.

(Page 346 of our 22nd February issue provides some of the answers, but not all.—Ed.)

## "Medicals"—A Protest

THE R.A.C. Medical Form for racing drivers, now somewhat belatedly published, will no doubt cause a storm of protest. Would-be competitors will doubtless resent both having to pay an examination fee and the nature of some of the questions asked. What has one's blood group to do with the R.A.C.? It is difficult to imagine anyone unable to distinguish black from white attempting to drive at all (although it is, of course, possible that some of the R.A.C. bureaucracy do occasionally drive a short distance on a quiet country road themselves). Again, it is difficult to see what the composition of one's urine has to do with the R.A.C. or anyone else; a low renal threshold which results in the presence of sugar in the urine is a common and harmless deviation from average physiology which cannot possibly affect a driver's ability. But perhaps the most ridiculous thing, in view of the grossly impertinent questions asked, the answers to which will be bandied about in the R.A.C.'s files, is that one may be pregnant, toothless, deaf, dumb and daft, and still pass the examination with flying colours.

The most serious aspect of the whole question is that it is merely symptomatic of the national disease which has attacked the British people in the last decade, its symptoms being an uncontrollable desire to become a jack-in-office and having done so to attempt to justify one's position and show that one is doing something by making a nuisance of oneself to any active and energetic person who tries to do anything, and on the other hand to take any indignity lying down without protest. Drivers, who are 100 per cent. against this medical examinations system, and whose wishes have never been asked or considered by the R.A.C. commissars, must make these people realise that it is we, the drivers, who pay the piper, and that we are going to call the tune.

Everyone must write to the R.A.C. protesting against this imposition; do it now before you are prevented from racing again due to some ridiculous symptom of which you are not even aware.

Apart from individual protests an organization must be set up at once to organize a mass refusal to undergo this examination; it is obvious that if 90 per cent. of drivers refuse to be examined and stick to their guns, that the R.A.C. bureaucrats will have to have another think.

J. H. BAILEY,  
MAJOR.

WOKING.

## Further Opinion on Formula Switch-Over

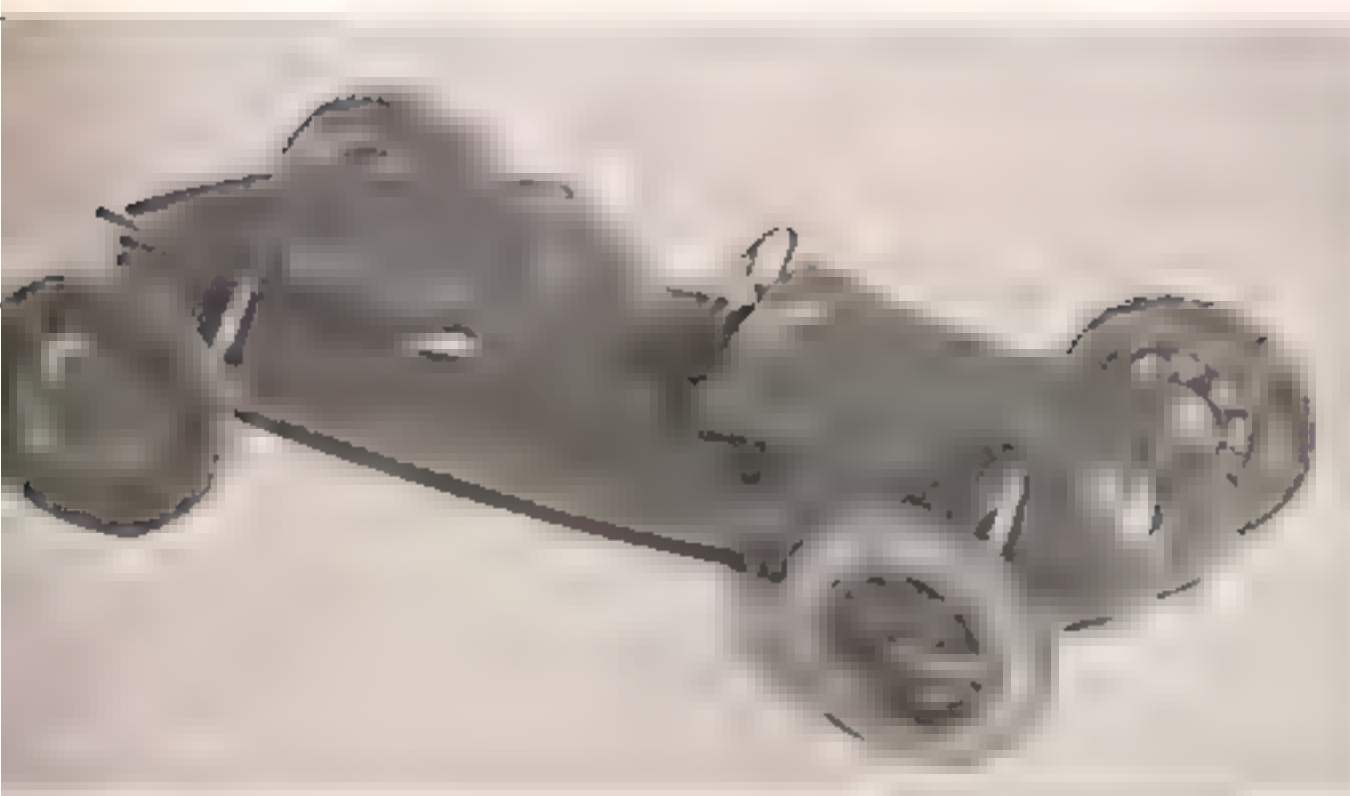
M. H. MACCHI, along with most of the others who get hot under the collar at the thought of Continental Grands Prix being for Formula 2, completely misses the reason for this state of affairs.

To organize a race it is necessary to have a certain number of entrants and this is exactly what race organizers would not have had if they had insisted on Formula 1 events.

Alfa Romeo have made it abundantly clear that they will not enter for any race that is acceptable to Ferraris and vice versa. So, in order that there shall be races at all, Grand

(continued overleaf)





**MINIATURE COOPER** Constructed by H. C. Bugent, this fine 1/12th scale model of a Mark V Cooper has working suspension and steering

#### Correspondence—continued.

Prix organizers have been forced to fall back on Formula 2, not, as Mr. Macchi suggests, because they are frightened of the B.R.M., which is probably a bigger joke on the Continent than it is here.

I am sure that neither Mr. Macchi, nor any other B.R.M. supporter for that matter, would be particularly edified by the spectacle of the green cars from Bourne racing against one another

GEORGE MOSS

LONDON, N.21

#### The A.R.M. Game

HAVING an interest in "our" A.R.M., may I suggest the following form of transmission, at a present distance behind the gearbox, is fitted a transfer box, lying "across" the chassis and supported by the side members. A short propeller shaft, connects the two and facilitates easy removal of either component

The transfer box is so shaped and geared that from the rear of and from each side run angle parallel propeller shafts. These terminate at each side of the rear axle line into separate "bevel" boxes. These are fitted to the chassis.

From the "bevel" boxes, transmission is carried out by further suitable propeller shafts to the rear hubs. These are carried by wishbone and coil suspension, with double springs, one each side of the shaft

With this arrangement, problems of drivers' seating position and fuel tank stowage should be eased

May I add in closing, AUTOSPORT does all my racing! I am not in a position to participate.

JOHN F. ROTHWELL

DOVER, KENT

#### Fluid Transmission and the A.R.M.

MR LIONEL BAXTER'S ideas on the question of fluid transmission for the A.R.M. will no doubt raise considerable comment

It reminds me of the case of the car owned by a certain naval engineer officer. This car was fitted with a fluid transmission involving an orthodox car engine coupled to a variable speed swash plate pump of the Williams-Jarney type. The discharge from the pump was led to a motor which was in fact a similar pump, with its tilt plate at a constant angle to its shaft. This shaft was coupled directly to the pinion of the differential. The pressure fluid was led from pump to motor by pipes led down either side of the car. These would alternately discharge or return depending on the position of the "gear" level on the pump tilt plate.

The car had a theoretically infinite number of speeds ahead or in reverse

The main trouble was that the mechanical efficiency of the transmission was very low (in the region of 60-70 per cent)

owing to the considerable friction involved. The other factor was the weight of the pump units.

Nevertheless, the car did go, though with great mechanical effort and fuel consumption!

A similar principle is used in naval gun turrets, where weight is not a primary consideration and friction is partly overcome by using thrust blocks of the Mitchell type.

The principle Mr. Baxter suggests would, I feel, involve even higher mechanical losses, and a small enough oil turbine with variable pitch blades would be a major design headache. In fact I fear that that old bugbear "Power/Weight" ratio would be heavily against it

J. S. BRANFORD,  
Lieutenant (E), R.N.

H.M.S. IMMACULATE LONDON

I, LIKE Mr. Lionel Baxter (15th February), cannot claim to be a mathematician, as I have not yet taken my G.C.E., but the disadvantages of his system of fluid transmission for the A.R.M. seem at once apparent. With the arrangement suggested, of a large pump supplying power to turbines driving the wheels, Mr. Baxter says that the engine could be placed anywhere, even in a trailer behind. I think that it would have to be in a trailer with the size and weight of such a transmission. A fluid transmission does not suggest the snap and bite of the "old-fashioned" clutch and gearbox, and the immediate power requisite for four-wheel drifting would not be available, and this wouldn't please Mr. Bolster! There is bound to be some b.h.p. loss in driving the pump and turbines even more than with a train of gears and the only solution appears to be to offset the engine and transmission line to pass by the driver. The mechanism, as compared with the clutch and gearbox used in present racing, would appear to be more complicated and offers something more to go wrong and harass the poor mechanic. In fact, the only advantage of the device would be the infinitely variable gearing obtained at too high a cost.

DAVID FARMER

ALLESTREE, DERBY

HAVING read the letters on the subject of the A.R.M. printed in your correspondence columns, I thought I would make some comments. In the issue of 15th February there were two letters on the subject of wind resistance, while Mr. L. Baxter suggested fluid transmission. The number of disadvantages of the latter scheme is three:

1. However small you make the turbines it is going to be a lot of extra weight, and it is going to cut down our b.h.p.

2. Fluid transmission is not at all like teeth gripping each other, and this, surely, will effect our acceleration?

3. Not so important as the A.R.M. being a reliable car, is the fact that it is another part to go wrong

I agree more with Mr. Lincker's idea, but that has its disadvantages

A. H. PARKER

DERBY.

#### Britain's Mud-Plugging Racers

AN interesting sporting coincidence occurred two week-ends ago, about which some of your readers may not be fully aware

Two extremely brilliant young men, each a racing craftsman in his own particular sphere, demonstrated once again their versatility

Stirling Moss, competing for the first time in a trials special, drove "Harford 3" to such good purpose that he finished seventh out of 62 competitors, in the North Midland Motor Club's Kitching Trophy Trial

Goeff Duke, competing for the first time on a trials sidecar, eight rode with equal determination to finish sixth out of 57 sidecar riders in the Birmingham 30" Motor Club's annual Classic trial for three-wheel motor-cycling trials enthusiasts, the D. K. Mansell

In both trials, conditions were tough and many acknowledged specialists were beaten at their own game.

Salute to Moss and Duke, our most talented mud-plugging racers

IAN MACKENZIE

LONDON, S.W.7

I would Mr. J. M. Allen, associated with the Lotus cars, please communicate with the AUTOSPORT Editorial office, 149 Princes Street, London, W.2 (Padding-



# News from the Clubs

## HERTS COUNTY FILM SHOW

ON Thursday next, 6th March, the Herts County Automobile and Aero Club will be holding its annual Film Show at the Red Lion Hotel, Great North Road, Hatfield. The show itself starts at 8.15 p.m., but the bar and buffet will be open at 7.30. All enthusiasts are welcome.

Members of the club have been invited to take part in the West Essex Car Club Speed Trials on 30th March at Boreham.

## BRISTOL "FULL MOON"

THE Bristol M.C. and L.C.C. held its Full Moon Trial on 16th February, in the Brockley and Goblin Combe areas, with three hills in the former and six in the latter. There were 14 entries and the field started complete: there were no clean sheets and no recourse to special test times. Although Gilbert Best in the Parker Special made best performance (and that with a cracked chassis), he failed to sign off at the finish and was therefore deemed to have retired. Sinclair-Sweeney's Jezebel did well to take an award, hampered by a distinctly "fluffy" engine.

## PROVISIONAL RESULTS

**Best Performance, Full Moon Cup:** W. C. Cuff (Cuff Special).

**1st Class Award:** C. Seward (Freakin).  
J. Sinclair-Sweeney (Jezebel).

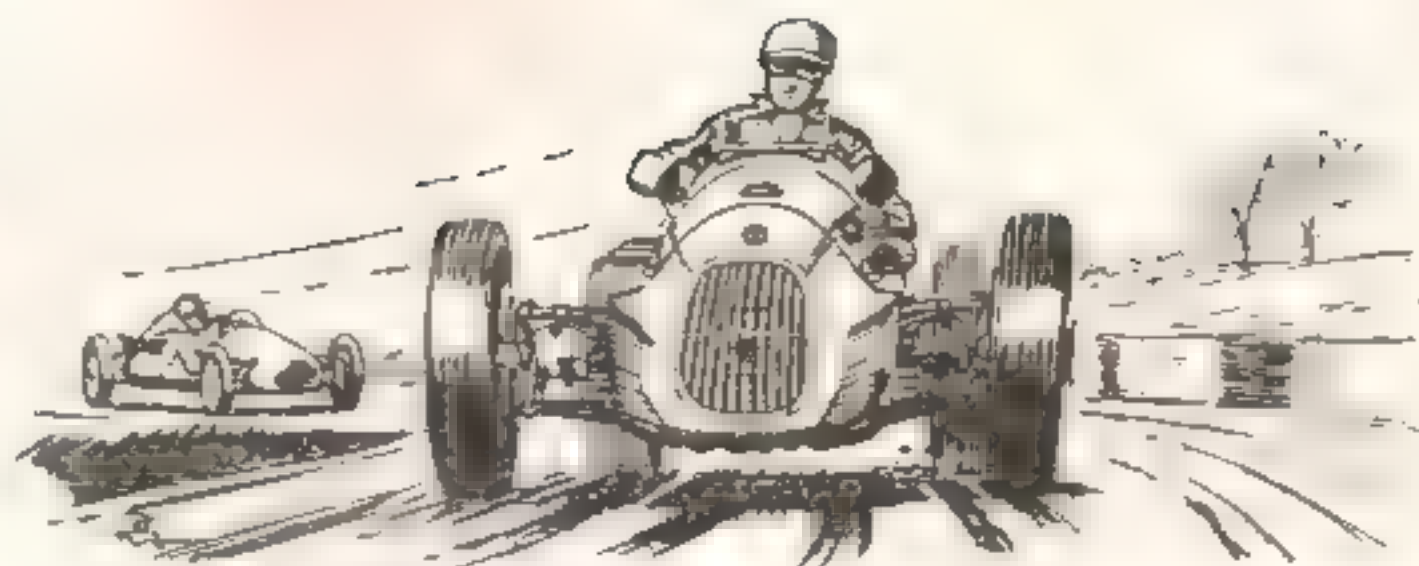
**2nd Class Award:** I. D. L. Lewis (Ford).

## YOO-HOO

THAT bright and lively club whose initials have earned it the above nickname—the United Hospitals & University of London M.C.—offers plenty of entertainment to its members and has obviously adopted as its motto, "Never a dull moment". Friday, 22nd February, saw well over a hundred members and guests assemble in the Upper Refectory at University College for a Club Party, with a good dance band, a buffet and a bar. The fragile beauty of wives and girl friends left one wondering, as always, whether these lovely creatures could possibly be the same as those seen surmounting the rigours of rain, mud and cold on other occasions: a sort of unmechanized Versatility Trial, in fact.

## CHILTERN COMMITTEE CUP COMPETITION

THE Chiltern C.C.'s Committee Cup Competition this Sunday is being organized especially to benefit the majority of club members who own a standard car. It is a closed competition for members of the promoting club only. It will embrace simple navigation, map-reading, route finding and time-keeping as well as driving tests and two or three observed hills which have been specially selected to be of a non-chassis-breaking or car damaging nature. The various



Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

different aspects of the event have been co-ordinated so as to afford equal chances to all types of car.

Entries will be divided into two classes (1) open cars, any capacity; (2) closed cars, any capacity. Competitors may also make up teams of two cars if they so desire.

The event will commence at 11 a.m. outside the "Griffin" Hotel, at Amersham, Bucks, and will finish at the "Hare and Hounds" Hotel, Watlington, for tea. The course will be about 50 miles in length in the Chiltern Hills area and competitors must provide for themselves a one-inch Ordnance Survey map, Sheet 159.

This year the event is a departure from the usual "Mud Plugging" competition and it is hoped as many members of the club with their friends will turn up, if not to enter, to spectate and so make this an enjoyable day out.

Due to the death of His Majesty the King the Annual Dinner/Dance and presentation of awards will take place on Friday, 7th March, 1952, having been postponed from the February date. The location is as before, The "Bull" Hotel, Gerrards Cross. A few tickets are still available from Brian Sellman, Parsonage Place, Amersham, price £1 1s. 0d. Awards for events which have taken place in the past year will be presented by Lady Curzon.

The Club's next event, a "Lunar Lark", is open to members and their friends and is intended to encourage members with standard cars and everyday "hacks" to try their skill with the "Mud Pluggers and Speed Friends". It is a test of navigation, map reading and time-keeping. The car crew must include a driver and navigator but additional passengers of either sex may be carried if desired. The start will be on Batchworth Heath, adjoining the "Green Man" public house, and the course will be approximately 55 miles in length. The route will consist of a number of control points accessible by car, and shanks' pony (in small doses) whose location will be indicated on the route card issued at the start. Competitors will have to find their way from this with the aid of sheets 159 and 160 Ordnance Survey (New Popular Edition) map, with which they must have provided them-

selves. The location of the finish will be indicated on the route card.

Competitors are advised to provide themselves with torches, heavy shoes, and other aids to mobility as they think fit as although the Clerk of the Weather has been suitably briefed it is not 100 per cent certain that it will be a fine night. No competition licences are required for this event and full particulars for intending entrants may be obtained from Des Slatham, "Game Cottage", Pollards Park, Nightingales Lane, Chalfont St. Giles, Bucks.

## 750 M.C. A.G.M.

THE A.G.M. of the 750 M.C. will be held at the Abbey Hotel, North Circular Road, Stonebridge Park, London, at 7.30 p.m. on Monday, 3rd March. The A.G.M. will, it is hoped, be followed by a short film.

More News from the Clubs on page 282.

## LETTER FROM AMERICA

"I NOW have the right to describe myself with pride as a Frazer-Nash owner and it is hard to express to you how enjoyable my motoring has been since I first took the wheel of my Mile Miglia model. It is a very long time since I have driven a car that resembles the Frazer-Nash, even in minor respects. My basis for comparison are the 34 sports-cars that I have owned.

"MAY I also congratulate you on building cars which fully live up to your claims, because in the past what other firms have promised to be replicas of their competition cars have been replicas in name only.

ENTHUSIASTS here rate your Mile Miglia model as being of better design and finish than famous Continentals makes. I myself recently drove a ———, but there was considerable vibration at speed and it did not corner as well as the Frazer-Nash. I also drove my car to events where the other one has to be towed. I am really more than delighted and it is definitely worth while having waited. After driving the Frazer-Nash, no sports-car in my opinion, even of over 4-litres, will equal the liveliness and the assurance of complete safety.

"IN American business everyone has a slogan and I should think the fitting one for Frazer-Nash would be: 'Once a Frazer-Nash owner—Always a Frazer-Nash owner'.

"CONGRATULATIONS and once again my thanks on building a car that makes the ownership of any other sports-car not worth while."

**FRAZER-NASH CARS**  
**ISLEWORTH, MIDDLESEX**



## News from the Clubs—Continued

LOUGHBOROUGH COLLEGE M.C.  
NIGHT RALLY

ON 15th February, members of the Loughborough College M.C. were delighted to hear Raymond Baxter, of the B.B.C., talking on the Monte Carlo Rally of 1952.

The problems which face intending competitors and the work which must be carried out prior to the rally were dealt with in the light of actual experience—Mr. Baxter also gave much useful advice to would-be competitors in the "Monte". Ample opportunity was afforded to members to put this into use when the club held its Night Rally on the following evening.

At 10.30 p.m. the 32 entrants began to leave at two-minute intervals, the route being divided into three parts based on the sign-post, route card, and map-reference systems. It took the competitors South of Birmingham to the main check at Tenbury Wells, Worcs., and returned northwards to the final check on A18 near Barton-on-Trent.

Thick fog on the first half of the course took its toll of the cars; not one of the 20 which did arrive at the main check was on time. With the penalty of 10 marks per minute late, several of the cars amassed a considerable total of these penalty marks.

The route from Tenbury was determined by five map references, a regularity test being included. Driving tests were carried out at the café which formed the final check. Here competitors who had completed the course were able to watch others undergoing their driving tests, and take breakfast at the same time.

## RESULTS

**Outright Winner:** M. E. A. Manning (1951 Morris Minor)

**Winner of Class "A":** M. A. Royce (Ford "Pilot")

**The Dr. Harris Cup for the Best Performance by a student:** K. W. Higham (1935 Morris "8")

**First Class Award:** J. R. Laskey (1936 Morris "8")

**Second Class Awards:** M. Beaumont (1948 Austin "8"); G. Staddon (1917 Standard "9")

INFORMAL PRACTICE DAY AT  
GOODWOOD

THE opening B.A.R.C. Members' Meeting at Goodwood on 22nd March, will be preceded by an informal practice day on 1st March, when members will have the opportunity to try out their cars round the circuit. This is a repeat of the procedure inaugurated at the commencement of the 1951 season, which proved so popular.

Events on 22nd March will be for sports-cars of up to 1,100 c.c.; 1,100 to 1,500 c.c.; 1,500 to 3,000 c.c. and over 3,000 c.c. (non-supercharged) and hand-cap races for supercharged or u/s cars.

This meeting will be the first heat of the "Motor Sport" Brooklands Memorial Challenge Trophy. Present holder is J. M. Hawthorn.

The B.A.R.C. social season ends with a dinner-dance at the Hyde Park Hotel, Knightsbridge, on Saturday, 29th March.



**VICTORS:** M. E. A. Manning (Morris Minor) and his crew, who won the Loughborough College M.C.'s recent Night Rally

when there will be dancing to Peter Alan's Dance Band until midnight.

Regulations and entry forms for 22nd March and tickets for the 29th (price 27s. 6d. each) are available from H. J. Morgan, general secretary, B.A.R.C., 55 Park Lane, W1.

## WINTER TREASURE HUNT

A GOOD gathering of competitors turned out for the Treasure Hunt organized by the Morgan 4/4 Club on Sunday, 17th February.

For two hours they explored the by lanes and hamlets of Worcestershire, on a course beginning and ending at Pershore.

In 34 miles, only four miles were on classified roads. The other 30 provided plenty of amusement, with humped bridges, muddy lanes, and fords to catch those who strayed too far afield.

The clue-finding en route and the ingenuity of the competitors in producing a variety of loot, which ranged from "Cryptogamous vegetation" to "Whiskey bottles and drawing pins", was uniformly good.

An excellent tea at the Manor, Pershore, rounded off a good afternoon's sport.

The winners were

1. P. L. Y. Brisbane (Sutton Coldfield);
2. S. G. Dyke (Newcastle, Staffs);
3. G. J. Stallard (Worcester).

## W.H. AND D.C.C. MATTERS

THE West Hants and Dorset C.C.'s A.G.M. was held at the Grand Hotel in Bournemouth this week. The new President, Major-General A. H. Loughborough, was welcomed by the retiring President, George Hartwell, who now becomes a vice-president. In a short talk to the members, Major-General Loughborough said that being in close contact with a club would help him in his work as a member of the R.A.C. Competitions Committee as it would enable him better

to see both sides of the picture. He announced that he is giving a Trophy to the Club, a gift greatly appreciated by all.

Hon. Secretary Pauline Jesty reported that there are now 403 members, and Treasurer "Joe" Huxham stated that the credit balance carried forward was a little over £500. This is not all in cash of course, as it includes club equipment.

The next W.H. and D.C.C. event will be a film show at the Grand Hotel Bournemouth, at 8 p.m. on 11th March. Social Secretary, A. E. Morrish, seems to have hooked all the racing films in existence, for the show is a long one!

After that, on Sunday, 23rd March the club will be holding the annual Hartwell Cup Trial. Instead of the usual West Dorset route a new course of about 40 miles will be used in the Purbeck. The formula known as "The Jesty Experiment" is again being used, with slight modifications. For some unknown reason this created quite a stir last year, and quite a lot of adverse criticism. Quite why was never clear for it succeeded in two desirable objects one of which was to ensure that the ordinary car could win, and the other which was to find a winner without special tests. The club have no "dow" on the Trials Special, but they consider it unfair that they should take the awards in events designed for the ordinary club member, as the Hartwell Cup Trial is. The W.H. and D.C.C. provide the Knott Trial for the fiercer type of car.

The Clerk of the Course for the "Hartwell" is a new name in the Club. Anthony Hollister. He will have Dudley Ship to help him. This principle of having new people to run the smaller events guided by the older hands is one which the club is trying to follow in order to give newcomers a chance to show what they can do, and later on enable the senior members of the committee to have a rest. Ship, for instance, was one of the four founder members of the club 20 years ago, and has been running events once or twice a year ever since.



### THAMES ESTUARY M.C. TO VISIT DAGENHAM

ON Wednesday afternoon, 5th March, the Thames Estuary M.C. will visit the Ford factory at Dagenham. Members will rendezvous at the works at 2 p.m., tea will be available after the "tour".

### YORKSHIRE S.C.C. REVIEW OF 1951 EVENTS

FROM its formation in 1933 the Yorkshire Sporting Car Club has made a practice of issuing an Annual Review of its Events. The 1951 edition, just out, most adequately covers the numerous and widely varied events held by the Y.S.C.C. during the past season, and will be prized by all members who have spectated or participated in them.

### BRIGHTON AND HOVE A.G.M.

THE 28th A.G.M. of the Brighton and Hove M.C. takes place tomorrow evening, 1st March, at the Club premises at Madeira Drive Arches, commencing at 7.30 p.m.

### GOSPORT TREASURE HUNT

ORIGINALLY fixed for 9th February, the Gosport A.C.'s Treasure Hunt will now take place tomorrow, 1st March. This will be the third event of its kind organized by the Club, and the cunning of the committee responsible has increased with experience gained in past "hunts", so competitors should be in for a lively time. It starts from the Car Park, Quay Street, Fareham, at 6.30 p.m. A small entry fee will be payable at the start, to cover prizes to be awarded. All types of vehicles are acceptable, and a torch and map of some 20 miles radius around Gosport will be required.

The Club's Film Show booked for 27th February was cancelled.

### LANCIA DRIVING TESTS

THE popular Guildford Handicap Driving Tests, organized by the Lancia M.C., will take place at Bramley Park, near Guildford, on 9th March. Several teams representing many clubs will be competing. The road section starts from the Aerodrome Hotel, Croydon, at 9 a.m.

### S.S.C.C. OF NORFOLK RALLY

THE Pancake Rally, organized by the recently-formed Sporting C.C. of Norfolk, attracted 25 entries, and over 90 people sat down to lunch at the Crown Hotel, Watton, following the 60-mile morning road section, which cost the entire entry penalty marks. Lowest marks-loser was M. L. Dewing (2½-hire Riley). In the afternoon, driving tests were staged at Snetterton Airfield, and best times were recorded by J. Risk (Ford Pilot), the eventual winner of the rally.

This event proved that the efforts of J. Olorenshaw, S. J. Boshier and other officials will undoubtedly increase the club membership in the near future to well over the 70 mark at which it now stands.

### RESULTS

**Pancake Trophy:** J. Risk (Ford Pilot), 43 marks lost.

### COMING ATTRACTIONS

**March 1st.** *Leinster M.C., Lincoln and Nolan Trial, Eire.*

**March 1st-2nd.** *A.C. du Nord Rally, France*  
*N. Staffs M.C., Burnham Rally.*  
*Lagonda Club "24" Rally. Start*  
*Sugarwell Farm, near Banbury,*  
*Oxon, 4.30 p.m.*

**March 2nd.** *San Remo Ladies' Rally, Italy*  
*Cheltenham M.C., Forest Rally (C).*  
*Start, Priory Lawn, Cheltenham,*  
*10.15 a.m.*

*Liverpool M.C., Jeans Gold Cup Trial. Start, Egerton Arms, Broxton, Cheshire, 11 a.m.*

*Civil Service M.A. Reliance Trial*  
*Start, Paddock Road House,*  
*Hawley Corner, Westerham Hill, 11 a.m.*

*West of England C.C. Trial, Devon*  
*Chiltern C.C., Committee Cup Trial*  
*Start opposite Griffin Hotel, Amer-*  
*sham High Street, 11 a.m.*

*Cambridge Univ. A.C., Speed Trials,*  
*Bortisham*

*M.G.C.C., Navigational Trial. Start*  
*New Inn, Walmersley Road, Bury,*  
*Lancs, 2 p.m.*

*M.C.C., Opening Run, Hunsdon*  
*Aerodrome, Herts, 2 p.m.*

*A.C. Moroccan Sahi Hill-climb*  
*Morocco*

**Runner-up:** G. Broom (Hillman Minx), 40.

**Third:** D. B. Bush (A40 Sports) and M. L. Dewing (Riley), each 51.

**Road Section Winner:** Dewing (10)

**Runner-up:** Broom (20)

**Third:** Risk (25), Bush (25) and P. G. Edge (Sunbeam-Talbot) (25).

**Test Winner:** Risk (18).

**Runner-up:** Bush (26).

**Third:** C. Andrews (Minx), and G. H. Kidner (Javelin), each 28.

### VETERAN C.C. OF GREAT BRITAIN

#### Eight-Day Rally

THE V.C.C. are organizing an ambitious eight-day rally to be held in late July or early August in the South of England. This event will comprise eight competitions—one being run off each day of the rally—and will include driving tests, timed road sections, a speed hill-climb, a speed trial, regularity tests and a Concours d'Elegance. Longest distance which any car will require to cover in one day will be 56 miles, making what sounds a first-class event practicable for even the oldest veterans extant. It will be run from Saturday to Saturday inclusive, and the total mileage will be 222, with an additional seven for tests and so on.

Night halts will be as follows: 1st day, Abingdon (bulk of competitors at Esso House); 2nd day, Guildford; 3rd day, Dorking and Reigate; 4th day, Hastings; 5th day, Hastings; 6th day, Maidstone; 7th day, London. Final day, London. Concours d'Elegance in either Regents Park or Kensington Gardens, followed by banquet in Grosvenor House.

### The Newry Trial—Continued from page 267

Morris Minor's Hillman-conversion rear hubs having come unstuck, had to retire before reaching it, and Lindsay had the misfortune to halt in the middle with a faulty ignition coil. After such country, the last short observed section at Lislea seemed easy, and the field pressed on to the finish at the Strand Hotel, Omeath.

Whilst the Southern competitors watched in wonder the Ulstermen's voracious attacks on unrationed steak and onions, the club held a raffle which was won by AUTOSPORT's Eire representative, H. A. O'Brien. And mention must also be made of Mrs. Eileen Atkinson, who spent the entire morning dyeing the course and then, after a quick bath and lunch, competed in the trial to take a well-earned fourth place.

WILSON McCOMB.

### RESULTS

**Rowland and Harris Cup:** R. A. Laird (Dellow), 155.1 marks lost.

**Second:** J. Wolfe (Cub Spl), 156.1

**Saloon Award:** W. W. Henderson (Austin 7), 231.4.

**1st Class Awards:** W. T. Todd (Todd Spl.), Mrs. E. Atkinson (Ford Spl.), A. L. Young (TC M.G.), C. F. C. Lindsay (Dellow), G. Savage (TD M.G.), C. S. Porter (Plus-Four Morgan).

**2nd Class Awards:** D. W. Archibald (TA M.G.), O. P. Culhane (Ford Spl.), C. W. E. Maunsell (Humber Spl.), D. H. McWhir (H.R.G.), W. W. Henderson (Austin 7), J. A. Hyde (Ford Anglia).

### CLUB FIXTURES

**Falcon M.C.**—Film Show, 29th February, Windsor Café, Buntingford, 7.30 p.m.

**Citroën C.C.**—Dinner/Dance, 29th February, Berkeley Rooms, Zeeta House, Putney, 7 for 7.30 p.m.

**Sunbeam-Talbot O.C.**—Visit to Rootes' Ryton-on-Dunamore factory, 29th February. To be followed by A.G.M.

**Hants and Berks M.C.**—Monthly meeting, 29th February, New Inn, Eversley, 8.30 p.m.

**Monte Carlo Rally British Competitors' Club.**—Dinner/Social, 29th February, Pimms Restaurant, Old Red House, Bishopsgate, London, E.C.2.

**Gosport A.C.**—Treasure Hunt, 1st March. Start, Car Park, Quay Street, Fareham, 6.30 p.m.

**Brighton and Hove M.C.**—A.G.M. 1st March, Club Premises, 296-8 Madeira Drive Arches, Brighton, 7.30 p.m.

**Bentley D.C. (Mid-West).**—Meeting, 1st March, Elcot Park Hotel, near Newbury.

**Handcross M.S.C.**—"March Haro" Night Run, 1st March, 7 p.m. Start, Handcross Social Club, 7 p.m.

**Cambridge Univ. A.C.**—Annual Dinner, 1st March.

**South Wales A.C.**—Talk, with films, on Monte Carlo Rally, 3rd March, Cardiff Aeroplane Club, 8 p.m.

**Peterborough M.C.**—Dinner/Dance, 6th March, Angel Hotel, Peterborough.

**Vintage S.C.C.**—First Thursday meeting, 6th March, Phoenix, Hartley Wintney, Hants.





#### TALK ON MONTE EXPERIENCES AT CARDIFF

ON Monday next, 3rd March, members of the South Wales A.C. will hear a talk on the Monte Carlo Rally given by G. Fender and E. A. St. H. Tweney who competed with a Riley, starting from Glasgow, and finished 80th out of over 300 starters. Tweney will also show films of the Rally taken by him.

The talk takes place at the Cardiff Aero Club, beginning at 8 p.m.

#### CORNWALL VINTAGE C.C. 1952 EVENTS

CORNWALL V.C.C. dates on the R.A.C. Calendar for this year are as follows:

4th May, Driving Tests (Closed Invitation).

15th June, Speed Trials (Closed).

7th September, Driving Tests (Closed Invitation).

In addition, subject to final arrangements with other local clubs, there may be a full-scale race meeting on 9th August. This, if held, will be a joint affair with other clubs under a closed permit—a sort of local equivalent to the "Eight Clubs" Silverstone.

The Club will hold a Night Navigation run tomorrow, 1st March, starting from the Plume of Feathers, Mitchell at 6.45 p.m. Finish will be at the Chiverton Arms (map ref. 745470).

#### THE "DERBYSHIRE"

THE Lancs and Cheshire C.C.'s 11th Derbyshire Sporting Trial will be run on 20th April. One of the B.T.D.A. Star events, it is open to members of the Sheffield and Hallamshire, North Midland, Hagley and District, Lancs. Sunbac NW, London and Yorkshire Sporting Car Clubs. Accommodation for competitors coming from afar is available at the Palace and Eagle Hotels, Buxton.

Joint organizers will be Jack Clegg and Bernard Thompson. The trial starts and finishes at the Bull in the Thorn Hotel, near Buxton.

**FERODO TRIBUTE**  
(Right) Sydney Allard, Tom Lush and Guy Warburton, victors in the Monte Carlo Rally recently made a two-day tour of the Ferodo works at Frith. With them here are Mrs. Allard and the Ferodo sales director, F. L. Harrap.



**WINDMILL OCCASION:** Stirling Moss, surrounded by abundant glamour, watches a puppet demonstration during a recent party given back-stage by Vivian Van Damme for the Windmill theatre companies.

#### EAST ANGLIAN 1952 EVENTS

This year's programme of East Anglian M.C. events includes the following:

9th March, Scavenge Hunt.

30th March, Driving Tests.

27th April, Sprint.

3rd May, Night Navigation Trial.

1st June, Summer Social Run.

22nd June, Driving Tests.

6th July, Treasure Hunt.

10th August, "Mystery" Run.

12th, 13th, 14th September, Clacton-on-Sea Rally.

26th October, 2nd East Anglian Trial.

9th November, Guy Fawkes Rally.

28th November, Annual Dinner and Dance.

21st December, Driving Tests.

More News from the Clubs on page 288.

**RARITY** (Left) Leslie Rawlinson with one of the rare 4-cylinder 14-litre o.h.c. Singers, in the recent Ulster A.C. Trial. This particular car was one of the ex-Stanley Barnes "Autosports" trials team.



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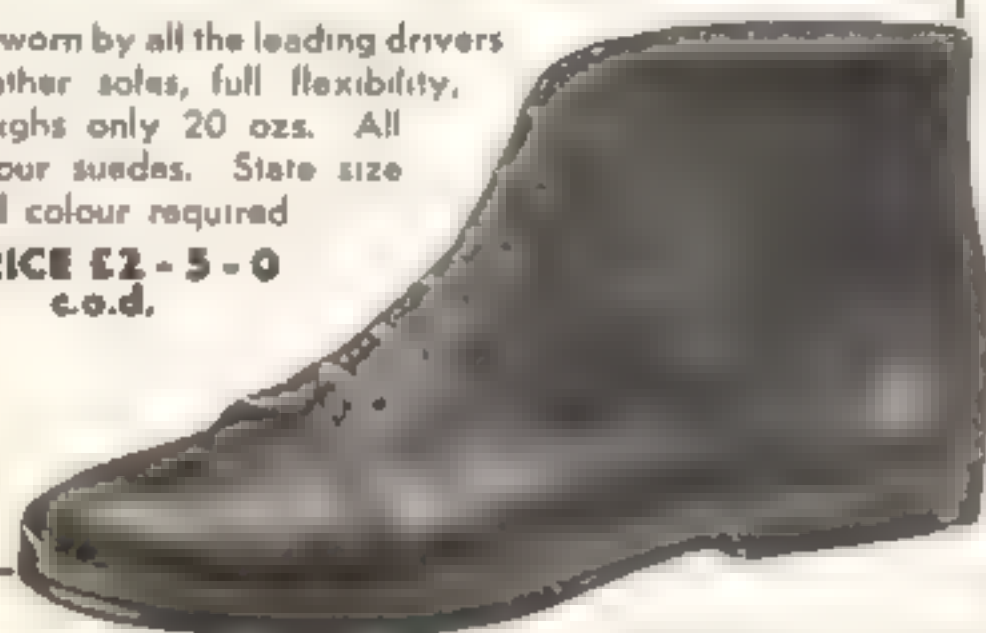
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(continued overleaf)



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## News from the Clubs—continued.

**THE LAGONDA "24"**

**TOMORROW** and Sunday, the Lagonda Club's "24" Rally takes place, starting at 4.30 p.m. from Sugarswell Farm, near Banbury, Oxfordshire. It is open by invitation to the Bentley Drivers' Club, Aston Martin Owners' Club, Riley Motor Club, M.G. Car Club, V.S.C.C. and the Hants and Berks M.C. Eighty-four entries have been accepted including 24 Lagondas, and 17 cars are eligible for the "Vintage" award.

Competitors, after taking a standing quarter mile acceleration test, will spend most of the night in the Welsh hills, where there will be situated a wireless controlled regularity test. Breakfast has been arranged at Presteign and the finish is for lunch at the Linden Manor Hotel, Upper Colwall, near Malvern. It is hoped that a novel system of route cards will enable competitors' marks to be announced within a few minutes of their arrival at the finish.

**OPERATION SLEUTH**

**THE** Midland M.G.C.C.'s "Operation Sleuth", on Sunday, 17th February, consisted of a Treasure Hunt Navigation Test, a novelty "test" and a Route-finding Competition. Twenty-five cars faced the starter, with but one non-starter. The course commenced at the "Fox Lyddiate Inn", on the main Bromsgrove-Redditch road, and after 60 miles finished at the "Lytleton Arms", at Hagley.

A. H. Westwood, in a TC M.G., was the winner, having lost but 15 points, and second place was taken by R. M. Eckersley (Talbot saloon), who lost 18 points. This was a particularly stout effort as his passenger failed to turn up and he both drove and navigated single handed.

He, or she, shall be nameless who thought S.P. on the route card meant Stirrup Pump . . . also the competitor who, although he reached the finish, failed to see a marshal throughout the half-day event. . . .

**PROVISIONAL RESULTS**

1. A. H. Westwood (TC M.G.); 2. R. M. Eckersley (Talbot 10 saloon).

Navigator's Award: B. Chavasse.

**EDINBURGH U.M.C. TREASURE  
HUNT**

**THERE** was a turnout of 31 vehicles for the novelty treasure hunt, held on 16th February. It was, perhaps, the first day of spring, though banked snow on the sections through the Moorfoot Hills reminded competitors that only recently snow ploughs had been hard worked. The course was over 40 miles of interesting, but not too difficult country, and there were seven clues and a secret check.

At the start a name and address was supplied, the telephone number of which gave a six-figure map reference to mark the site of the next clue. Some skill

was required in finding telephone directories in some of the more sparsely populated parts of the Peeblesshire moors, and not a few cars did an extra 20 or 30 miles. The field was divided into two classes according to litre-age. The "big car" class was won by D. Craigie (Morris Six) in 130 minutes; and the "small car" class by D. Robertson (B.S.A. Scout) in 116 minutes.

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